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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

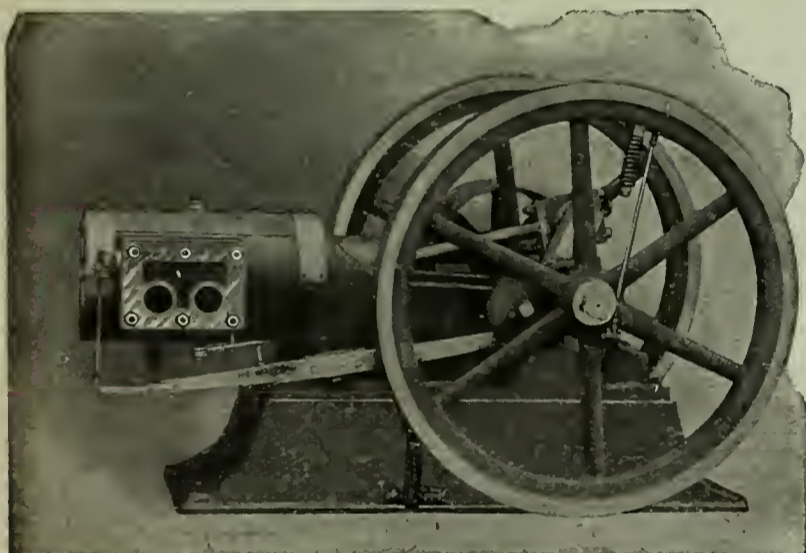
PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XIX.

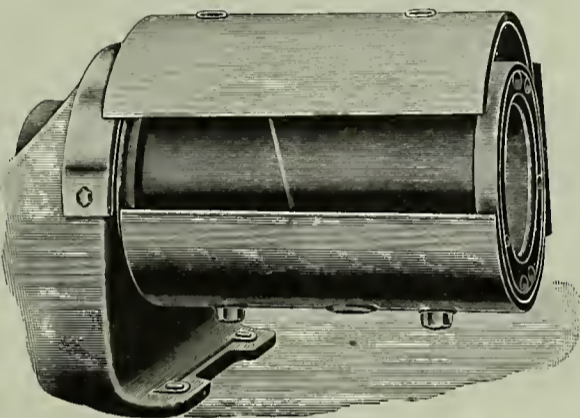
CHICAGO, ILLINOIS, MARCH 15, 1901.

No. 9.

{ ONE DOLLAR PER ANNUM  
SINGLE COPY, TEN CENTS.



Simplest Engine Built.



Davis Patent Detachable Water Jacket.

Write for Catalog

Describing a thoroughly  
high grade engine combin-  
ing the most modern im-  
provements.

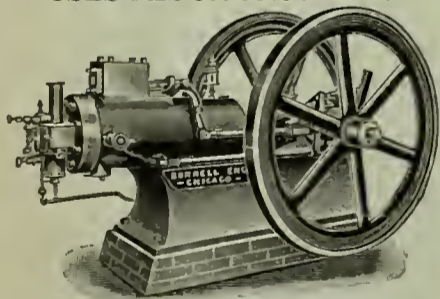
On the market eight years.  
Thousands in use.

Successfully Used by Largest Elevator Lines in the Country

OMAHA, NEB.

DAVIS GASOLINE ENGINE WORKS CO., WATERLOO, IOWA.

The BURRELL ENGINE  
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.  
Quality High. Price Low.

SKILLIN & RICHARDS MFG. CO.,

241-247 So. Jefferson St., CHICAGO,

MANUFACTURE AND FURNISH

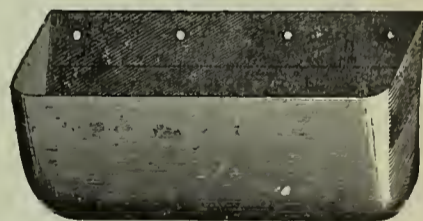
Modern Appliances

For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

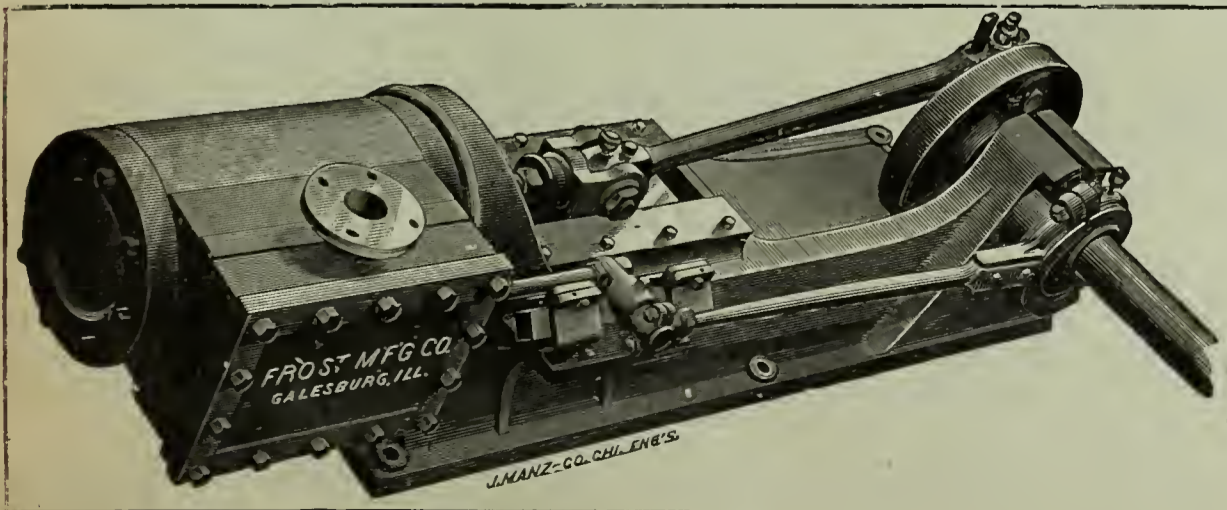
COMPLETE OUTFITS FOR LARGE OR SMALL GRAIN ELEVATORS.

"SALEM BUCKETS."  
EVERYBODY KNOWS THEM.  
EVERYBODY USES THEM.



Send for our catalogue.

Write us for prices.



FOR PRICES AND DISCOUNTS

—ON—

Elevator Machinery  
AND SUPPLIES

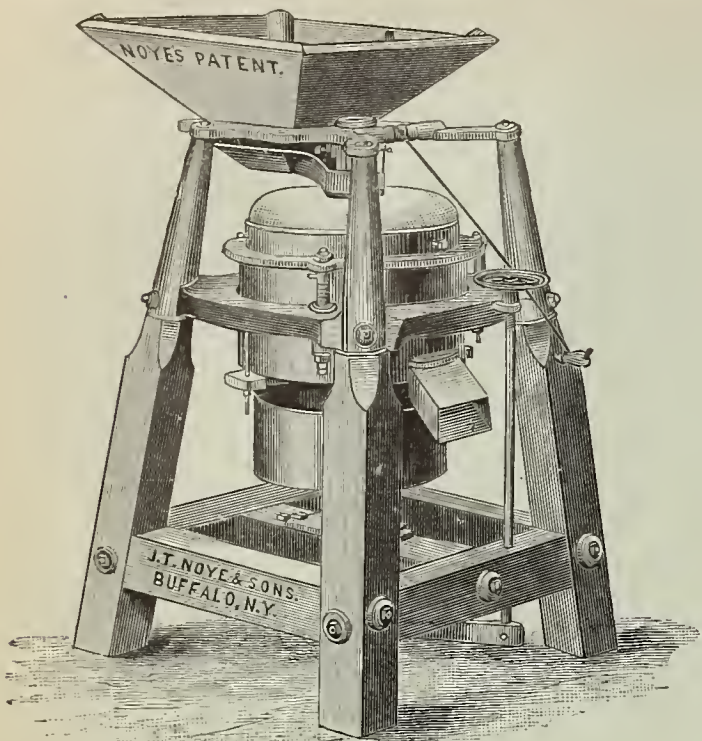
—OF—

Every Description,

EITHER STEAM OR HORSE-POWER,

ADDRESS

THE FROST MFG. CO.,  
GALESBURG, ILL.



## THE OLD AND THE NEW

We can suit a conservative who believes in French burr-stone for

### FEED GRINDING,

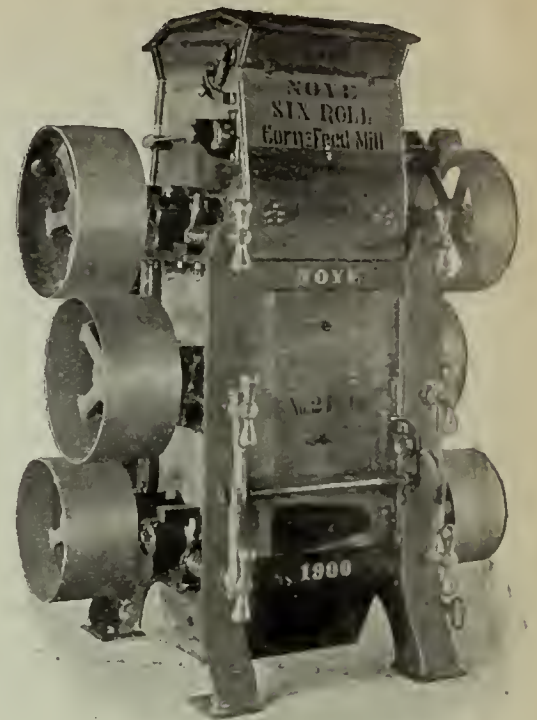
For we have the best stone mill on the market.

We also meet and exceed the expectations of the progressive with our famous

### SIX-ROLL MILL.

Grinds seventy-five bushels of fine meal per hour with fifteen horsepower. It grinds oats and cobs equally well.

Noye Manufacturing Co., Buffalo, N. Y.



ALL BELT DRIVE.

## PATENT STRETCHED ELEVATOR BELTING.

Write  
For  
Prices.



Will  
Give You  
Prompt  
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,  
96 AND 98 LAKE STREET, CHICAGO.

## Miller Chemical Engine Co.

149 and 151 EAST HURON ST., CHICAGO,

GENERAL MANUFACTURERS . . . FIRE APPLIANCES

Hose Wagons, Carts, Hook and Ladder  
Trucks, Warehouse Carts, Wall Reels, Etc.

SOLE MANUFACTURERS . . .

MILLER Compressed Air Fire Extinguishers

SOLE MANUFACTURERS . . .

STANDARD Soda and Acid Fire Extinguishers

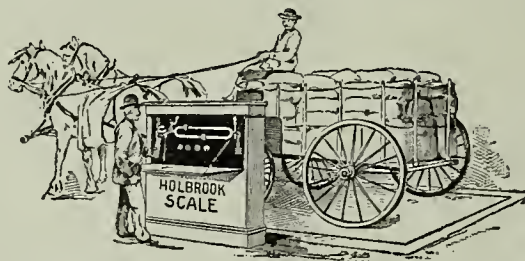
THE MILLER Only Fire Extinguisher for Elevators  
that will not Freeze.

## Grain Elevator Machinery and Supplies.

Wagon, Hopper, Portable and  
Dump Scales.

Gas and Gasoline Engines of all sizes.  
Carry full stocks and can furnish you  
complete elevator equipment on short  
notice.

C. D. Holbrook & Co.,  
305-307 Third St. S. Minneapolis, Minn.



## "THE IDEAL ELEVATOR BELT."

For Elevating, Conveying and  
Power-Transmitting

## LEVIATHAN BELTING



Gives the best results. Holds buckets firmly and  
securely, and resists heaviest strains. Will do 50%  
more work than the best rubber belt, and will outlast  
three of the same. Its record for nineteen years  
handling grain, stone, sand, ore, coal and clay  
substantiates our claim. Belts warranted uniform  
throughout. Made of any width up to 100 inches,  
and any length up to one mile.

## MAIN BELTING COMPANY,

1219-1241 Carpenter St., Philadelphia.  
55-57 Market St., Chicago.  
120 Pearl St., Boston.

SEND FOR PRICE LISTS AND SAMPLE.

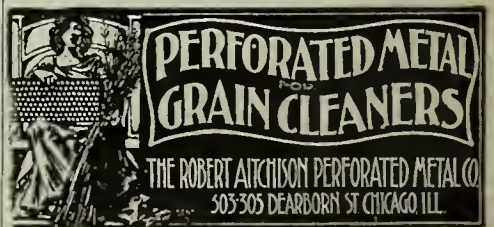


### Dust Protector.

The "Perfection" with  
Automatic Valve compels  
perfect protection and  
ventilation. Improved  
and Enlarged. Thousands  
in use. Nickel plated pro-  
tector or postpaid, \$1.50.  
Clr. Free. Agents wanted

H. S. COVER,  
SOUTH BEND, IND.

Patented Dec. 7 1897.



# J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

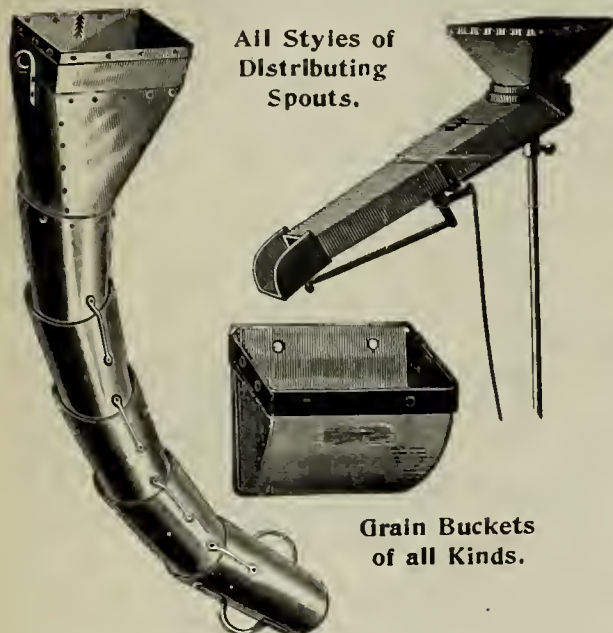
ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.  
SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT. MICH.

# EVERYTHING IN THE LINE OF MILL AND ELEVATOR MACHINERY AND SUPPLIES.

SEND IN YOUR SPECIFICATIONS AND WE WILL QUOTE YOU PRICES. GENERAL CATALOGUE FREE.



All Styles of  
Distributing  
Spouts.

Grain Buckets  
of all Kinds.

Flexible Spouts, Any Size or Length.

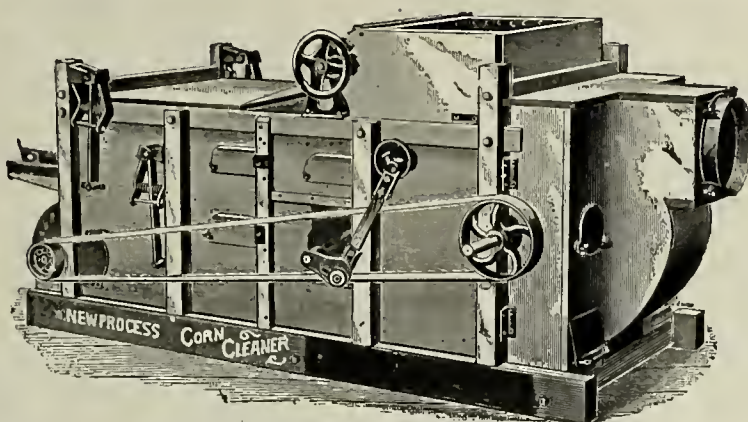


Fanning Mills and Warehouse Separators.

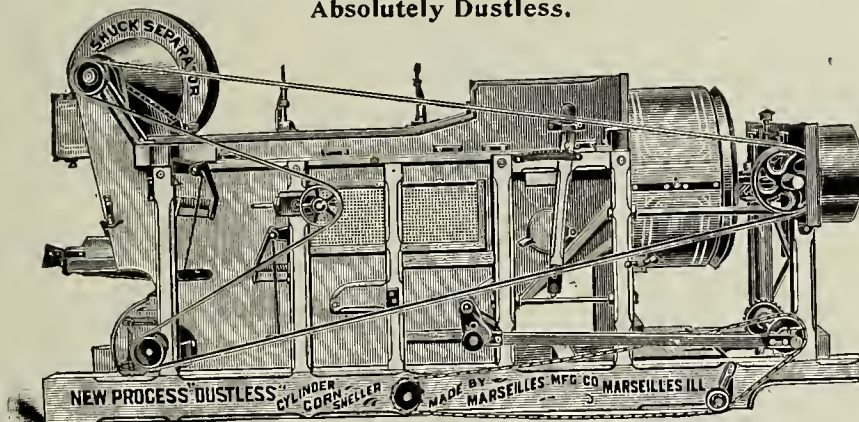
Pulleys,  
Shafting,  
Hangers,  
Gearing,  
Pillow Blocks,  
Set Collars,  
Sprocket Wheels,  
Chain, Rubber, Cotton  
and Leather Belt.

Power Transmitting Appli-  
cances of Every Description.

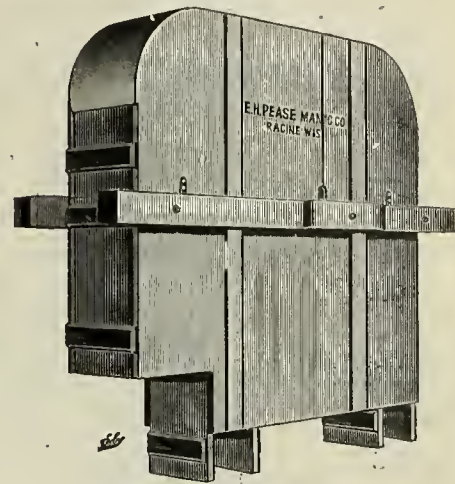
SHEET-STEEL WORK A SPECIALTY.



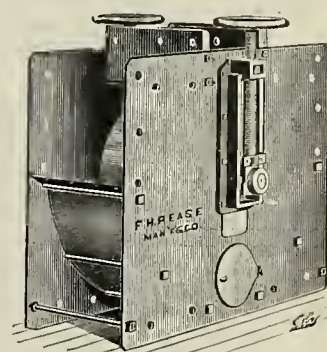
Easily Adjustable, Lightest Running,  
Absolutely Dustless.



New Process Corn Shellers and Cleaners, furnished either as  
Combined or Separate Machines, also with or without  
Husk Separating Attachment.



Elevator Heads,  
Mechanically Perfect.

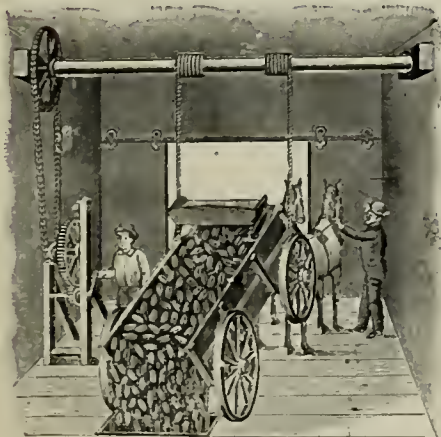


Elevator Boots, All Styles,  
Wood, Steel or Cast Iron.

**MARSEILLES MANUFACTURING CO.,**  
MARSEILLES, ILL.

## SMITH'S

### Automatic Warehouse and Elevator Machinery.



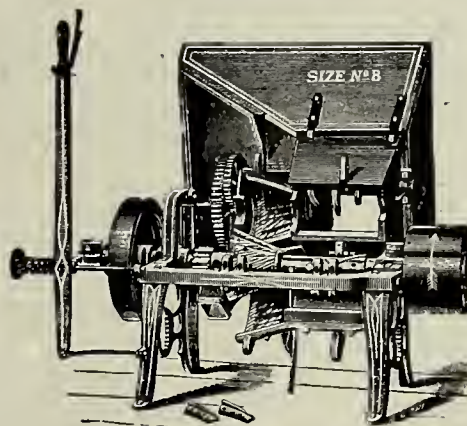
I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

The accompanying cut is an exact representation of my

#### Latest Improved Overhead Dump

Which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.

## The Best All-Around Feed Mill



Highest Award World's Fair.

Gold Medal Atlanta, Gold Medal at Omaha.

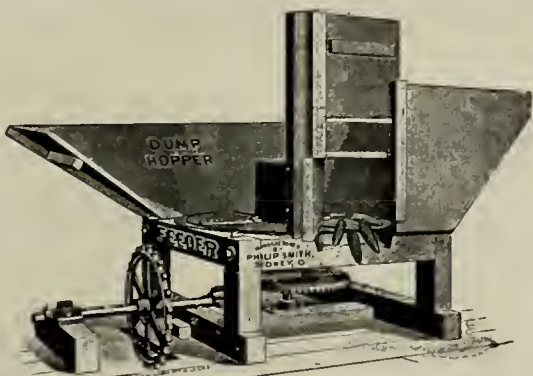
For crushing ear corn and grinding all kinds of small grain. Different from all other mills. The conical burrs are light running and ahead of rolls or stones in speed and quality of work. Has self-feeder for ear corn and every convenience belonging to a first-class modern feed mill. Will grind Kaffir corn in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p. Improved for this season.

GET OUR LATEST CIRCULAR.  
IT'S WORTH EXAMINING.

**N. P. Bowsher Co.,** South Bend, Ind.

### THE MARQUIS PATENT Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



Agents Wanted to Sell Our Full Line of Corn  
and Elevator Machinery.

**PHILIP SMITH, Sidney, Ohio.**

## GEO. H. PHILLIPS CO.,

Commission Merchants.

GRAIN, PROVISIONS, HAY and SEEDS,

Offices, 227-231-232-233 Rialto Bldg., Chicago.

#### BRANCH OFFICES:

Milwaukee, Minneapolis,  
St. Louis, Peoria.

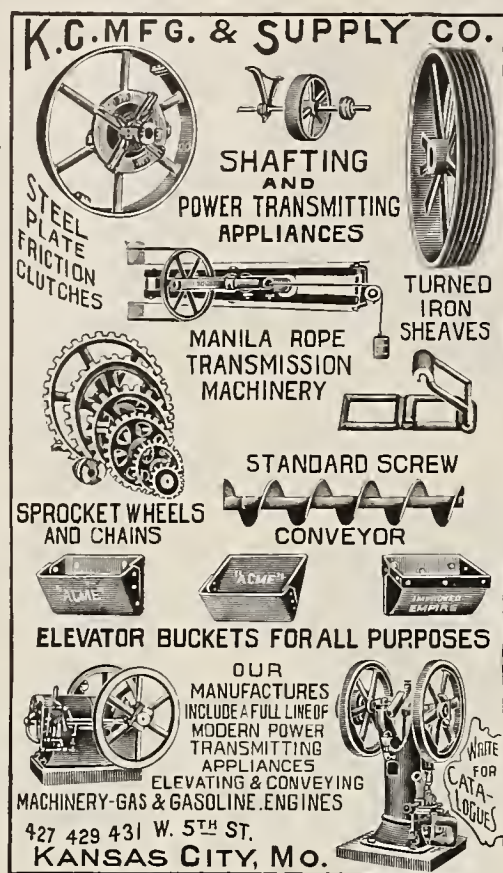
Best service, prompt attention and  
close watch of our customers'  
interests, our motto.

WRITE FOR DAILY MARKET LETTER.

**K. C. MFG. & SUPPLY CO.,**

Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE  
SOUTHWESTERN  
AGENTS  
FOR  
**WEBSTER  
MFG. CO.**



EXCLUSIVE  
AGENTS FOR  
**Chandler &  
Taylor's**  
Steam Engines  
and Boilers.  
Also Union  
Steam Pumps  
and  
Boiler Feeders,

Gasoline Engines,  
Spiral Conveyor,  
Pulleys,  
Hangers,  
Gearing,

Collars,  
Sprocket Wheels,  
Sprocket Chain,  
Elevator Boots,  
Elevator Buckets,

Flexible Spouts,  
Turn Heads,  
Wagon, Hopper and  
Dump Scales,  
Rubber and Cotton Belting.

WRITE FOR PRICES AND CATALOGUE.

**Dodge Manufacturing Co.**

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**

Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA., LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

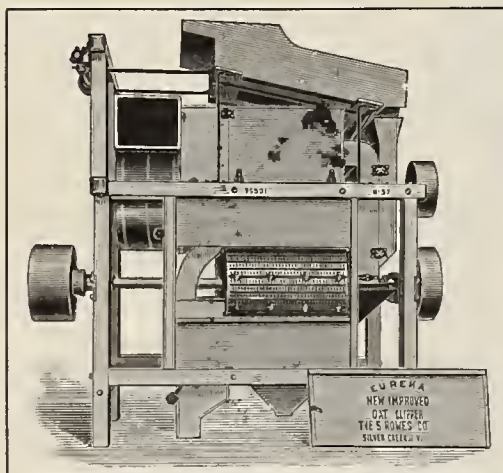
**GRAIN ELEVATOR  
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

**MERIT IS THE BASIS OF SUCCESS.****Eureka Separators  
and Oat Clippers**

ARE HIGH GRADE MACHINES, COMPACTLY BUILT, MODERN  
IN EVERY RESPECT AND ECONOMICAL IN WORKING. THEY  
ARE STEADY AND SMOOTH RUNNING.

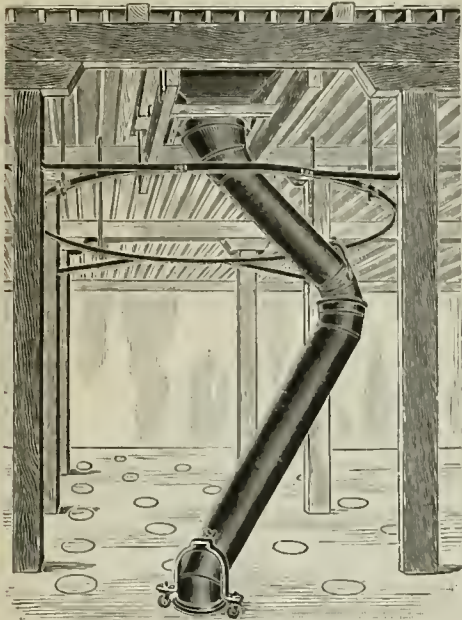
**S. HOWES COMPANY,**

MANUFACTURERS EUREKA GRAIN CLEANERS, OAT CLIPPERS, MAGNETIC SEPARATORS,  
"EUREKA WORKS," SILVER CREEK, N. Y.

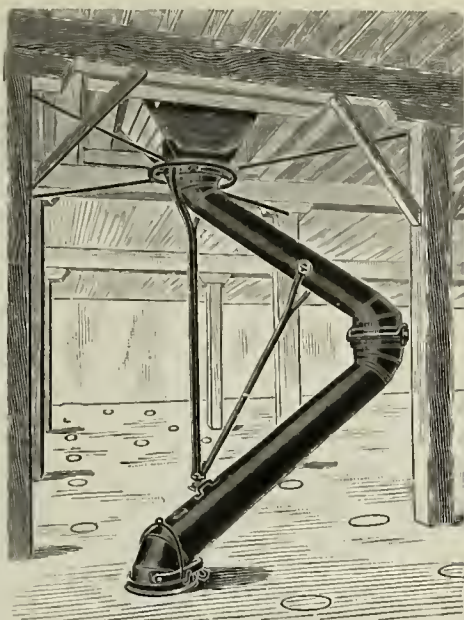
BRANCH OFFICES: { New York, N. Y., Rooms 133 and 134, 32 Broadway.  
{ Kansas City, Mo., Baltimore Hotel.

Minneapolis, Minn., 5 Chamber of Commerce.  
Chicago, Ill., 11 Traders' Building.

**DUPLICATE PARTS OF ALL "EUREKA" MACHINES FURNISHED PROMPTLY.**



TROLLEY SPOUT.

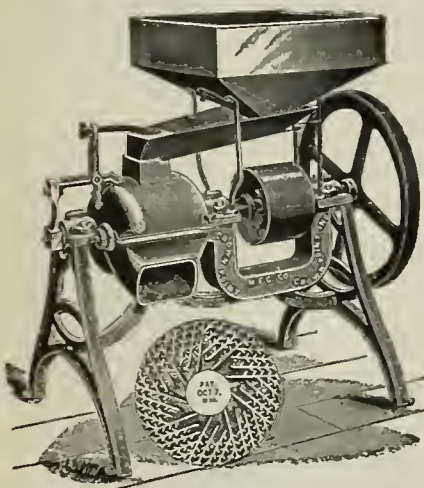


STANDARD SPOUT.

## D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

## THE CROWN POINT GRINDING MILL.



### The Best on Earth

For Fine Grinding and Easy Running.

They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition.

Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

**CROWN POINT MFG. CO.,**

WORKS: Crown Point, Indiana.

OFFICE: St. John, Indiana.

**DUST! DUST!**



Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted. Gibbs Respirator Co., 30-36 La Salle Street, CHICAGO.

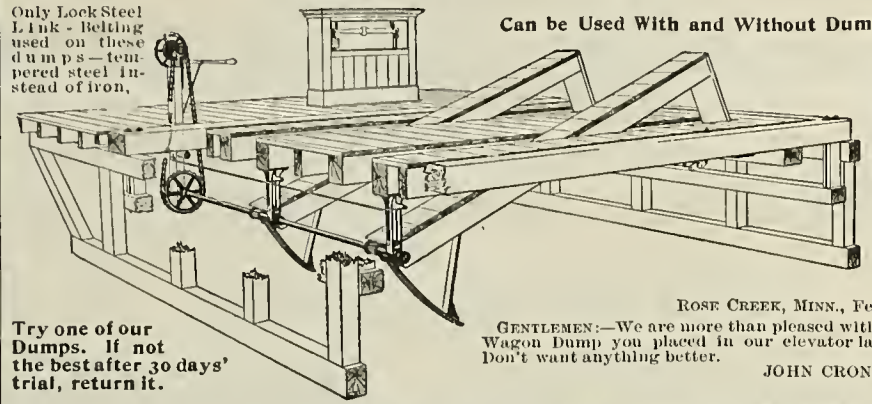


TRIUMPH  
POWER  
CORN SHELLE  
CO. BARTLETT  
& CO.  
CLEVELAND O.

## THE EVANS CONTROLLABLE WAGON DUMP.

THE BEST WAGON DUMP BUILT.

Only Lock Steel Link - Belting used on these dumps - tempered steel instead of iron.



Can be Used With and Without Dump Scales.

Absolute Safety, Control, Great Strength and Durability

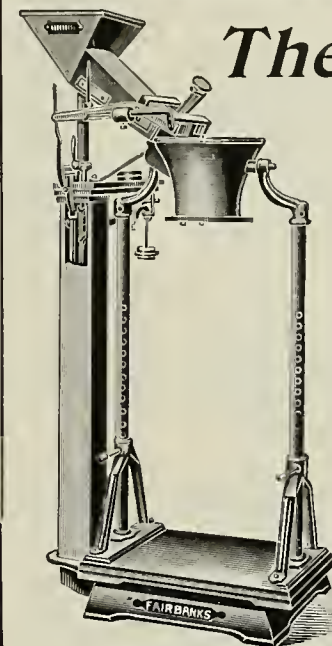
Patented April 12, 1898.

ROSE CREEK, MINN., Feb. 1, 1901.

GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONIN & CO.

**MOULTON & EVANS,** 304 Corn Exchange, MINNEAPOLIS, MINN.



*The Bosworth...*

## Automatic Weighing Scale

FOR WEIGHING AND BAGGING  
ALL KINDS OF GRAIN.

Rapid work. Saves time.

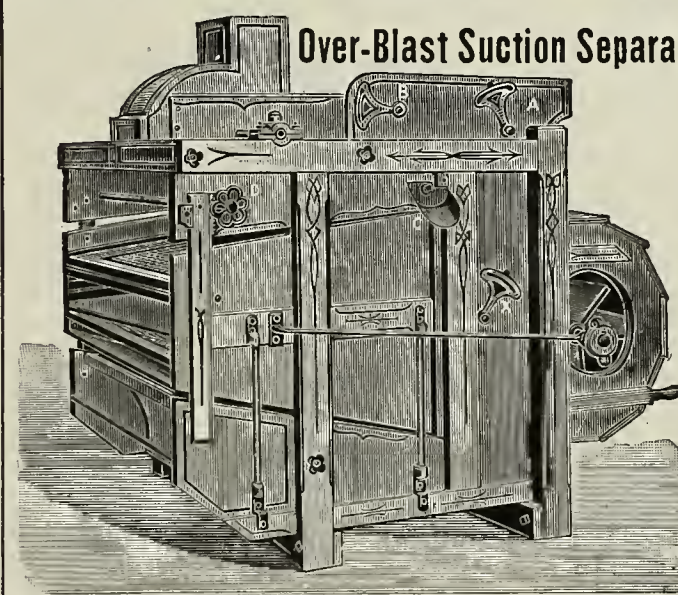
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

**Munson Bros. Co.,**

UTICA, N. Y.

## THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE  
STANDARD  
IN THEIR  
LINE.

"Grain  
Cleaned  
to a  
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for band use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

## THE HESS SYSTEM OF GRAIN DRYING.

### For Elevators,

Dries tough grain to merchantable condition at a cost of \$1.00 per car or less. The only drier approved and permitted free by Underwriters' Associations. The only machine in successful and general use in the terminal elevators of Chicago and other grain centers.

### For Washed Wheat,

Dries and cools with one fan only in continuous flow, the grain moving by gravity alone, and drying to absolute uniformity.

### For Oatmeal and Cereal Mills,

Dries with fire or steam. Will dry oats with fire heat in thirty minutes, with thorough mixing by gravity. No contact with hot metal, and popping impossible. Any flavor desired is secured.

### For Rice, Cotton-seed, etc.

The quickest and most economical method in use. Applicable to any grain or seed, or anything of granular nature. Uses less power than any other.

Write for 1901 Catalogue, Just Out.

**Hess Warming and Ventilating Co., 708 Tacoma Building, Chicago.**

# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

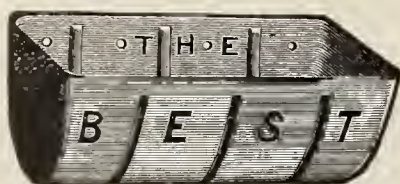
Western Avenue, 17th to 18th Streets, Chicago, Ill.

### CALDWELL HELICOID CONVEYOR

Specialties for  
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.



CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

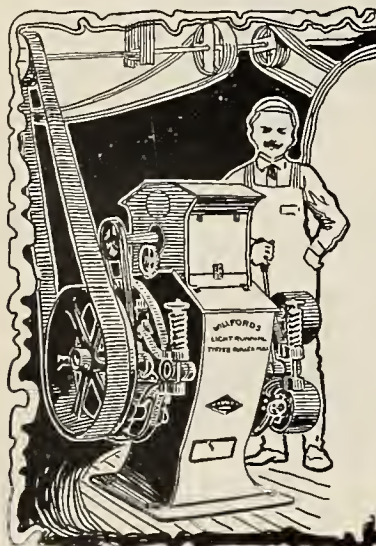
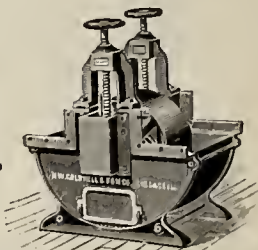
LINK BELTING  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

FRICTION CLUTCHES.  
JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
PERFORATED METALS.

PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator

Boot.



## No Trick to Make Money

WITH THE

### Willford Three-Roller Feed Mill

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,

303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

## THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

### WHAT IT WILL DO:

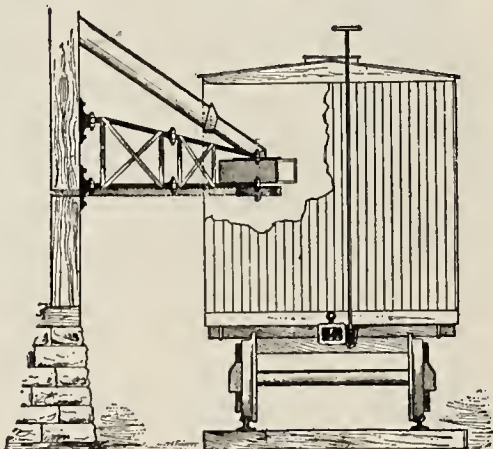
Loads both ends of car at same time.  
Loads a car in twenty minutes.  
Saves you its cost in 60 days. Scours and brightens the grain.  
Cools grain that is beginning to heat.  
Loads more grain in car than can be done by a man with a scoop.  
Owing to its peculiar and novel construction it will not crack the grain.  
It is impossible to have a choke-up.  
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.

SPECIAL SIZES MADE TO ORDER.

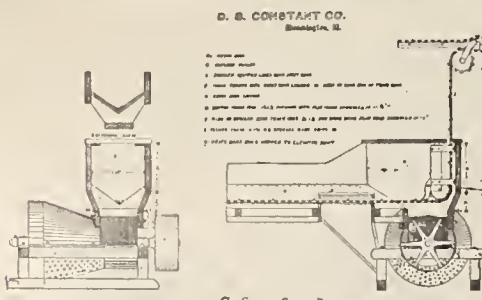
WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO

G. W. DOOLEY & CO., BLOOMINGTON, ILL.



## THE B. S. CONSTANT SHELLER FEEDER,

STYLE C-I, USING B2 TIGHTENER. A MONEY SAVER IN EVERY ELEVATOR.

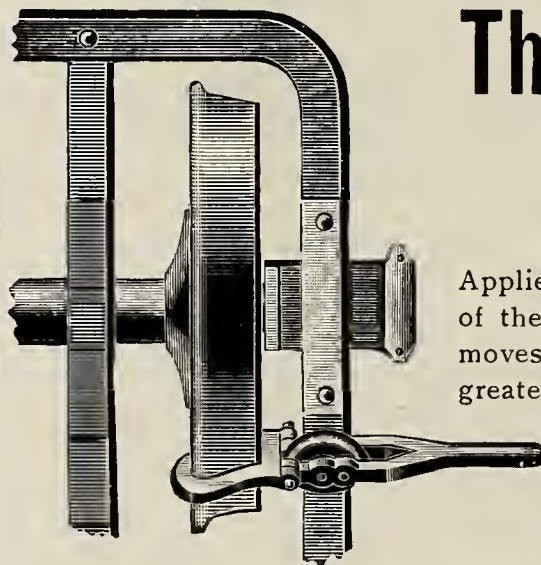


Latest Improved Grain Separators.  
Water-tight Boots, Steel Tanks,  
Dust Collectors, Wagon Dumps,  
Elevator Boot and Sheller Feeders.

..WRITE..

B. S. CONSTANT CO.,  
BLOOMINGTON, ILL.,

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery



## The Special Car Mover

(Patent applied for)

Applies the power in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any mover on the market. Price \$5, f. o. b. here, and shipped c. o. d. subject to trial and acceptance.

## THE INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR CORN WITHOUT SHOVELING.

It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof and a tight bin for anything. It requires only 1/2 foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common, temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it.

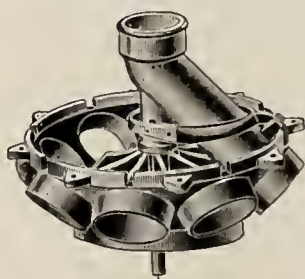
Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

The Conveyor Car Loader (patent applied for) loads a car at a speed of 2,000 to 4,000 bushels per hour with corn, wheat, oats, etc., and one-third as much ear corn, requiring only one-half horsepower. One-third as much can be loaded by hand power and operator is out of the dust. It can be connected conveniently to any number of shipping bins. Price \$35 f. o. b. here and shipped c. o. d. This includes rope transmission connections to your power and to any number of shipping bin chutes; also a special grain spout to connect chute with loader.

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ECONOMY OF SPACE IS AN IMPORTANT FEATURE IN ELEVATOR MACHINERY.



## The Hall Grain Distributor

Requires less room in the cupola than any known system of distributing grain. It is simple, systematic, substantial. Locks automatically and accurately—can't be locked otherwise.

The OVERFLOW SIGNAL notifies operator on working floor when bin is full, without mixing a kernel of grain, without a moving part.

Patented April 17, 1900.

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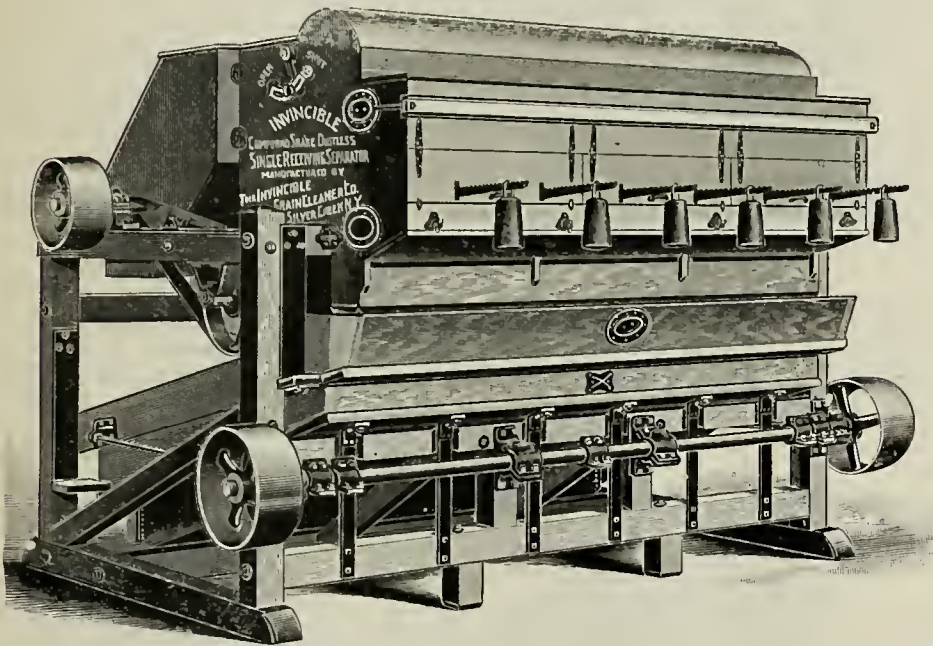
Hall Distributor Co.,

519 First National Bank Bldg.,  
OMAHA, NEB.

NO SHAKE, NO TREMBLE—Steadiness Itself.

## The Invincible Compound Shake Separators

Can be placed anywhere in the elevator.  
They never shake the building but stand as steady as a rock.  
Their work is perfect.  
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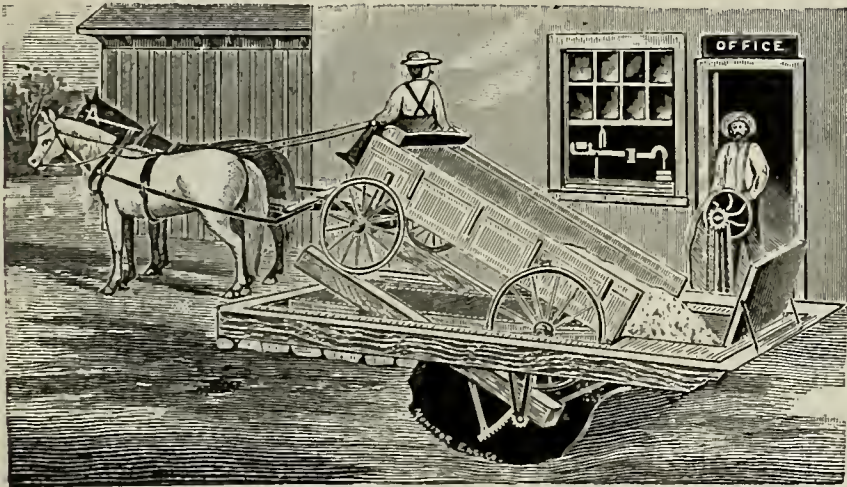
**Invincible Grain Cleaner Company,**  
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## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

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MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

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**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

## OUR GOODS ARE ALL STANDARD.

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POWER TRANSMISSION, GAS ENGINES, STEAM ENGINES AND BOILERS.

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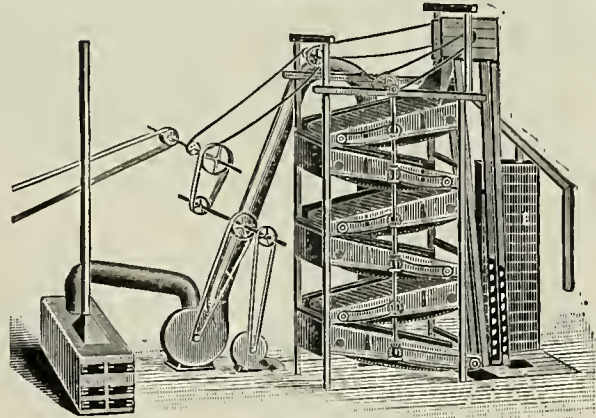
## F. H. C. MEY, Coloric Grain Dryer.

WILL DRY ALL KINDS OF GRAIN, FLAXSEED,  
BREWERY GRAINS, ETC.

SIMPLICITY.

DURABILITY.

ECONOMY.



When Drying Hot or Damp Grain, the Dryer can be regulated to dry continuously.

CAPACITY:—From 100 to 30,000 Bushels Per Day.

According to Size of Machine and Quality of Grain.

The Grain, &c., to be dried, is shoveled or discharged into the receiver A or elevator B; elevator B will elevate the same up and discharge on the upper pan — and from there it will move on and drop from pan to pan until it reaches the receiver C underneath — from whence it is elevated by the same elevator and discharged on the upper pan, and this movement continues until the Grain, &c., is dry, which is from one to four hours, and then it is carried by the elevator D into the cooling apparatus E, and when cold it is elevated by elevator D to place of storage or shipment. SEND FOR CATALOGUE.

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Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

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Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

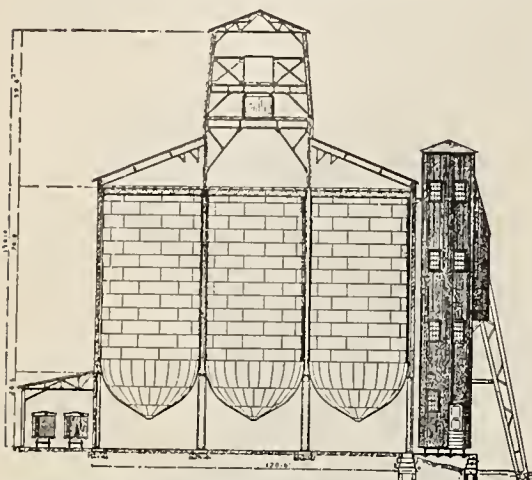
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MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
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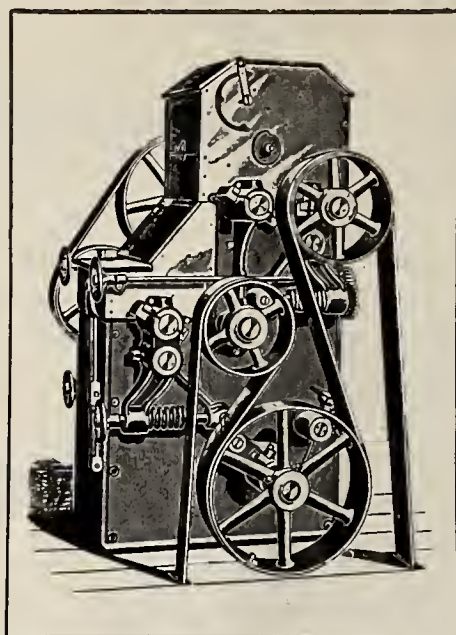
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Is a paying investment.

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YOUR TRADE.**

WRITE FOR CATALOGUE OF THE  
BEST FEED MILL ON EARTH.

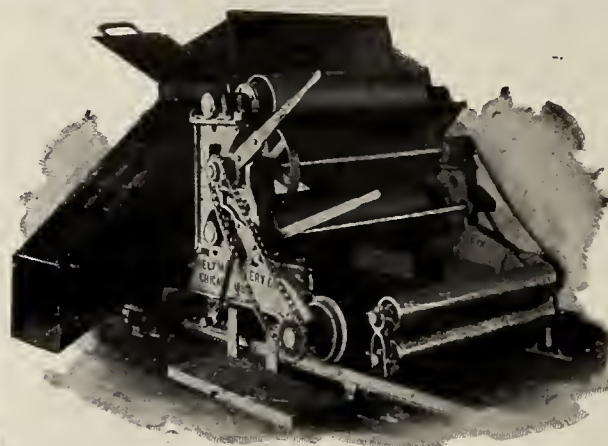
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PLEASE MENTION THIS PAPER.

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ENGINEERS, FOUNDERS, MACHINISTS,  
CHICAGO, U. S. A.

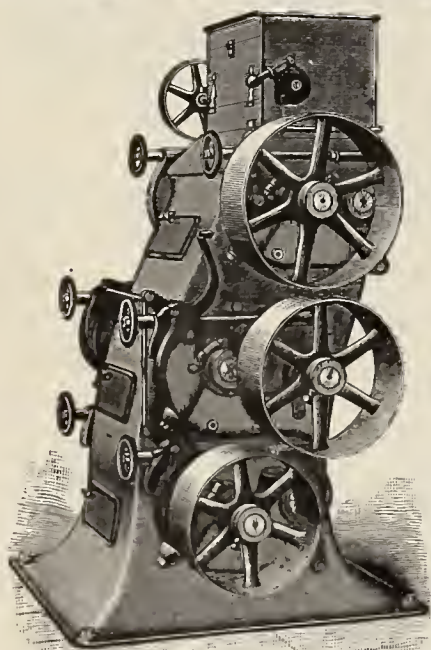
### GRAIN ELEVATOR MACHINERY



INCLUDING

Belt Trippers,  
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Spouts, Buckets, Boots,  
Machine Molded Rope  
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## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...**  
— IT PAYS —

WE MANUFACTURE  
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

**PORTABLE FRENCH BUHR MILLS,**  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
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PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



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SOLE MANUFACTURERS

**"Western" Shellers and Cleaners,**  
**BEST ON EARTH.**

Complete Elevator Equipments our Specialty.

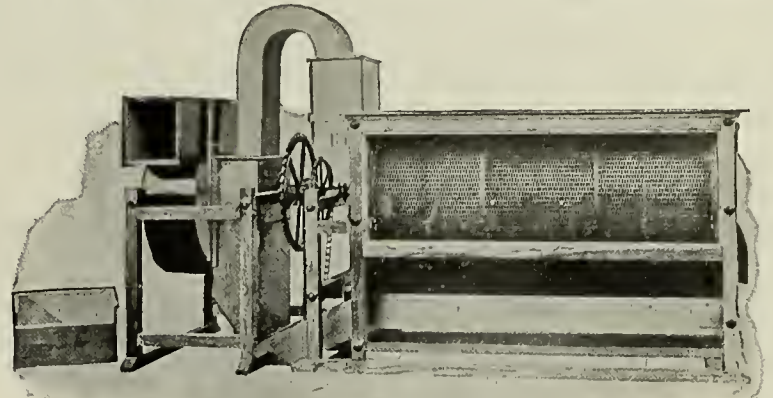
## UNION IRON WORKS,

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Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

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### Standard Elevator Buckets

For Handling Grain, Cereals, Flour, Seeds, Etc.

Our specialties include: Chains, all styles, Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Package Conveyors, Barrel Elevators, Keg Elevators, Shafting, Hangers, Pulleys, Collars, Gearing, Labor-Saving Devices of all kinds.

Send us specifications of your wants in our line; we can probably save you some money. For catalogue address

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ON GRAIN ELEVATORS  
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Is furnished at cost by the

MILLERS' NATIONAL INSURANCE CO.,  
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 26 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1, 1901, amounted to \$761,155.90; total admitted assets, \$2,828,533.69; net cash surplus, \$472,753.43; surplus over all liabilities, \$2,540,131.22.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

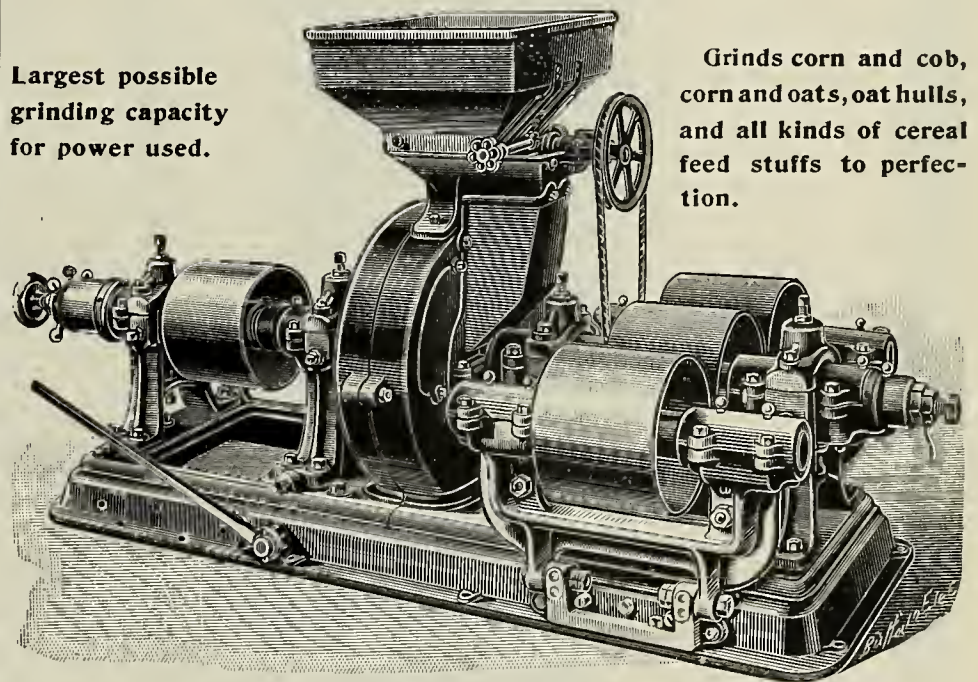
W. L. BARNUM, SECY.

## FEED GRINDING PAYS,

*Especially if you do it on a*

## MONARCH ATTRITION MILL.

Largest possible  
grinding capacity  
for power used.



Grinds corn and cob,  
corn and oats, oat hulls,  
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feed stuffs to perfec-  
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Requires Less Than One Minute to Open It.

### This Monarch of the Grinding World

Will attract customers for you and place you beyond competition in the matter of capacity and expense. No burr stones to be re-dressed. Ball-bearings and self-oiling boxes reduce power, wear and attention required to the minimum. No twist belts necessary with our special drive, which reduces cost of installing.

We build a complete line of Attrition and Burr Mills. You can't ask us too many questions about them. Send for catalog.

SPROUT, WALDRON &amp; CO., Muncy, Pa.

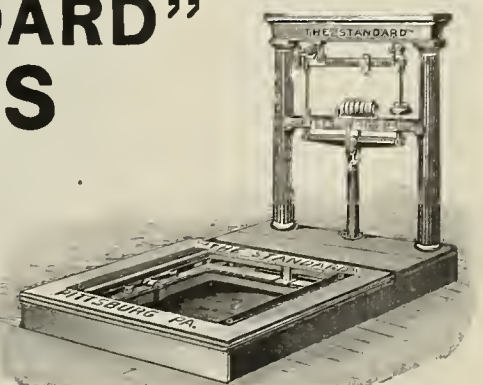
## "THE STANDARD" SCALES

—FOR—

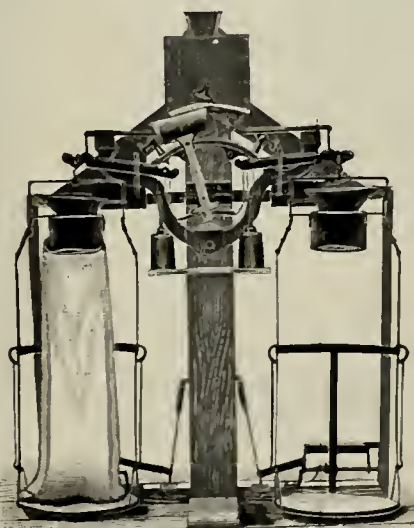
Grain Elevators, Flour Mills,  
AND ALL PURPOSES.

Recent Contracts:  
Great Northern Ry. Elevator, eighteen  
1,600 bu. Hopper Scales.  
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Standard Scale & Supply Co.,  
LIMITED,  
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## Cutler Bagging Scale



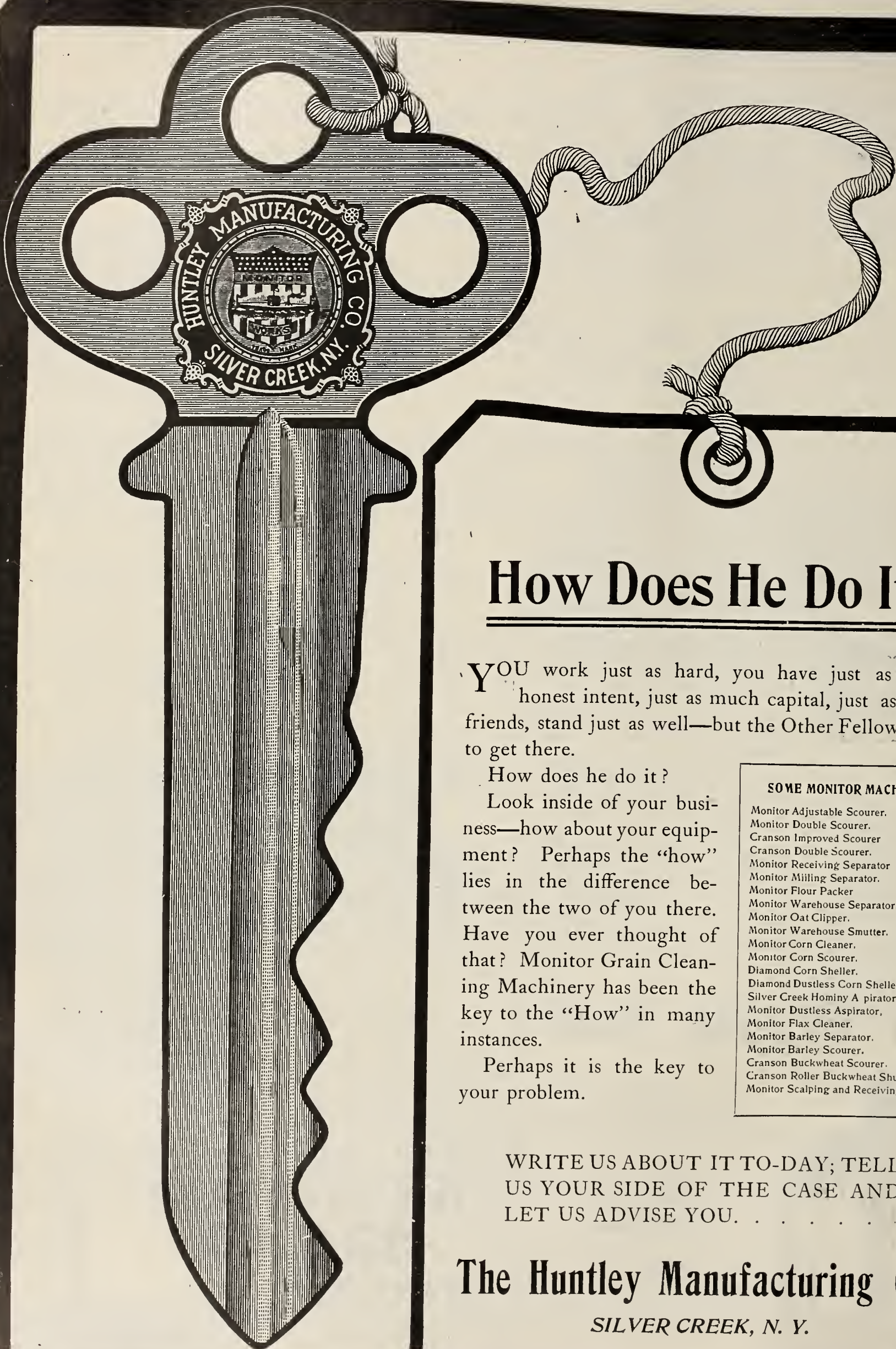
For weighing Grain, Meal,  
etc., Automatically, in even  
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Two  
Scales in  
One Frame

Operated by one man. Ac-  
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Not an experiment. In suc-  
cessful use 10 years.

THE CUTLER CO., North Wilbraham, Mass.



## How Does He Do It?

YOU work just as hard, you have just as much honest intent, just as much capital, just as many friends, stand just as well—but the Other Fellow seems to get there.

How does he do it?

Look inside of your business—how about your equipment? Perhaps the “how” lies in the difference between the two of you there. Have you ever thought of that? Monitor Grain Cleaning Machinery has been the key to the “How” in many instances.

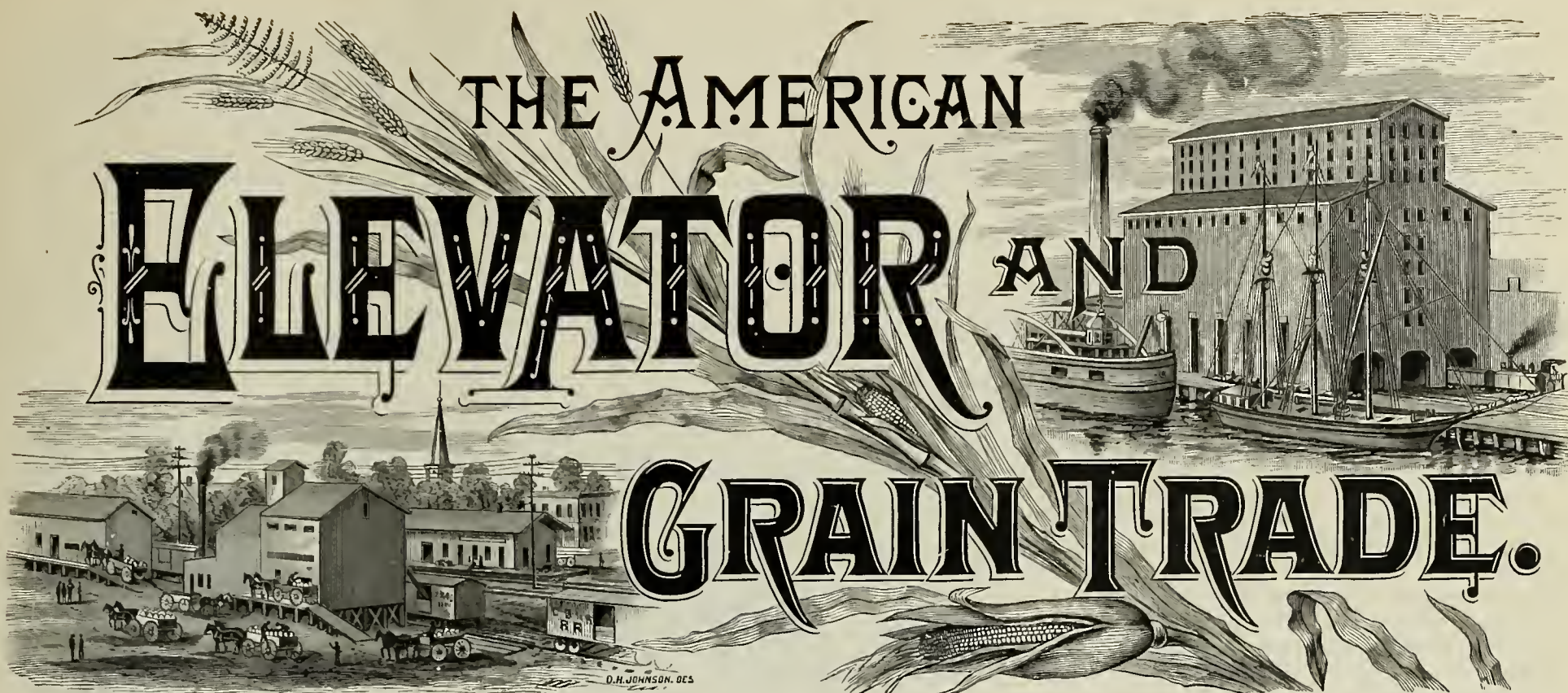
Perhaps it is the key to your problem.

### SOME MONITOR MACHINES

Monitor Adjustable Scourer.  
 Monitor Double Scourer.  
 Cranson Improved Scourer  
 Cranson Double Scourer.  
 Monitor Receiving Separator  
 Monitor Milling Separator.  
 Monitor Flour Packer  
 Monitor Warehouse Separator.  
 Monitor Oat Clipper.  
 Monitor Warehouse Smutter.  
 Monitor Corn Cleaner.  
 Monitor Corn Scourer.  
 Diamond Corn Sheller.  
 Diamond Dustless Corn Sheller.  
 Silver Creek Hominy A pirator.  
 Monitor Dustless Aspirator,  
 Monitor Flax Cleaner.  
 Monitor Barley Separator.  
 Monitor Barley Scourer.  
 Cranson Buckwheat Scourer.  
 Cranson Roller Buckwheat Shucker.  
 Monitor Scalping and Receiving Shoe.

WRITE US ABOUT IT TO-DAY; TELL  
 US YOUR SIDE OF THE CASE AND  
 LET US ADVISE YOU. . . . .

**The Huntley Manufacturing Co.,**  
 SILVER CREEK, N. Y.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, MARCH 15, 1901.

No. 9. { ONE DOLLAR PER ANNUM.  
SINGLE COPY, TEN CENTS.

### THE HOLZMAN-BENNETT GRAIN COMPANY'S ELEVATOR.

Owing to the scarcity of cars during the past season, the country grain dealers have been forced to enlarge their storage capacity, and those who contemplated building new elevators were particular to have them designed with a view to obtaining more room for storage than has been the custom in past years. The old style of country elevator is very much like the man who "talks a great deal, but doesn't say anything;" that is to say, it consisted of a large building with about one-half as much storage capacity as it could have had had it been properly designed.

The accompanying cut represents the new elevator recently built for the Holzman-Bennett Grain Company at Grant Park, Ill., which was designed and built by G. T. Burrell & Co. of Chicago. The main elevator, which is 32x60 feet on the ground and 40 feet high to the square, is built of the regular crib construction and divided into fourteen bins, thirteen of which have a capacity of 4,500 bushels of corn each, while the fourteenth (a part of which is cut away to admit the stairs and power transmission to the cupola) has a capacity of about 2,000 bushels, making a total of about 60,000 bushels in the main elevator. The balance of the elevator, which is 80x30 feet on the ground and 30 feet high to the square, is built on the stud-and-joist pattern and divided into eight bins, four of which are for oat storage and four for ear corn. This part of the elevator has a capacity of about 65,000 to 70,000 bushels, making the total capacity of the whole elevator about 125,000 bushels. It requires no very extensive mathematical calculation to show that very

little of the room is taken up with the machinery and that every available inch is used for storage.

The machinery consists of a 16-horsepower Burrell Gasoline Engine, which is connected to the main shaft of the elevator by means of a friction clutch. The power from this shaft is transmitted by means of a rope transmission to the intermediate shaft in the cupola and from this shaft to the head

and metal roof, making it absolutely fireproof, and adjoins the main building.

The dump shed, like the power house, is built separately from the main building, and is equipped with three sets of self-locking dumps, one set of dumps to each elevator.

The outside walls of the elevator are sheeted with 8-inch drop siding and the roof is covered with corrugated galvanized iron, having galvanized iron gutters and down spouts connected with the sewer.



THE HOLZMAN-BENNETT GRAIN COMPANY'S ELEVATOR AT GRANT PARK, ILL.

shafts by means of Burrell Head Shaft Reducers, each of which is fitted with a friction clutch, so that any one of the elevators may be operated without operating the others. There are three elevator legs, two of which are used for small grain and the third one for ear corn. The smaller elevators are fitted with 9x5½-inch cups, and the larger one with 15x7-inch cups. The conveyors are of the drag chain type and run the full length of the building, the same conveyor being used both to load and unload the bins.

The power house is of brick with concrete floor

The commission was composed of David Horn, official grain inspector of Winnipeg; W. G. Parmelee, deputy minister of commerce; Thomas A. Crane, dealer and exporter, and Chas. A. Wilson, secretary.

Meantime the shipping interests of Montreal, as represented by the Robert Reford Company, David Torrance & Co., H. & A. Allan, Elder-Dempster & Co., Furness, Withy & Co., McLean, Kennedy & Co., and Frederick Leyland & Co., on February 21, caused the following notice to be posted at the Board of Trade:

"In consequence of the frequent complaints that

### ROYAL GRAIN COMMISSION.

The Royal Grain Commission, which for a month was engaged in examining witnesses in reference to grain inspection at Montreal, concluded its work on February 21, having amassed some 800 pages of typewritten testimony. This was taken to Ottawa by Chairman David Horn, official grain inspector of Winnipeg, and was filed with the committee's recommendations in the office of the Department of Inland Revenue. Publication of the report has not yet been made, but it is believed that in view of its importance it will be laid before parliament without delay.

have been received from English ports of the shortages in weights on grain shipped from the port of Montreal, the following resolution has been unanimously adopted by the Montreal shipping interest:

"We, the undersigned shipping companies and agents, agree in future not to sign any bills of lading for grain unless for the net weight as ascertained at the time of shipment, seaboard clearance; and that a copy of the above resolution be sent to the various grain shippers, also the Corn Exchanges of Montreal, New York, Chicago, Duluth, Toronto and Winnipeg."

#### CUSTOM OF TRADE SET ASIDE.

A ruling of much importance to shippers of grain was made recently at Liverpool in the case of R. W. Leyland & Co. against R. Cornelius & Co. The plaintiffs, who are ship owners, sued to recover a balance of freight of about \$62 on a cargo of grain from Portland, Ore., to Fleetwood. The grain was hopper-weighed on arrival and according to the custom of the port a deduction of 22 pounds per five tons was made from the gross weight, upon which basis the consignees adjusted the freight. To this the shipowners objected, offering evidence that the bill of lading provided that the freight should be paid in cash, without discount, per ton of 2,240 pounds English gross weight.

Defendant's attorney argued, says Broomhalls, that "there was an old established custom not only at Fleetwood, but at Liverpool and other ports, making this allowance as against the draft of the old beam scale weighing, and as a consideration for the quicker despatch afforded by the hopper weighing; and that unless there was express exclusion of custom on the bill of lading or charter-party the custom must prevail; and he submitted that there was no such express exclusion in this case." He therefore asked leave to call evidence in proof of the custom.

The deputy judge held that such evidence was inadmissible on the ground that the custom which had been set up was unreasonable. Under the old system of weighing grain by what was called the Queen's beam, the custom was no doubt reasonable and necessary, but with the present accurate methods of weighing by hopper it could not be admitted. The defendants' attorney had admitted that the only ground he could base the custom on in these days was that of the quicker despatch. Every ship was entitled to quick despatch; and it was not right to say that a shipowner was not to be paid freight for the full amount of cargo that he carried simply because he got quick despatch.

The court therefore gave judgment for the plaintiffs for the amount claimed and costs on the higher scale. Leave to appeal was also given.

#### A GRAIN TAX PROPOSITION.

A bill for a law has been offered in the Minnesota State Senate providing for the assessment and taxation of wheat found in grain elevators on May 1 of each year. The purpose of the law is to assess the grain in the name of the owner of the elevator without regard to the actual ownership of the grain, giving the elevator owner a lien on all grain not his own for the tax paid thereon by him. The author of the bill is Senator Daly of Perham, but the city assessor of Minneapolis indorses the bill. He says: "Such a law would greatly simplify the collection of taxes on grain in store. There is now no way of determining the ownership of the grain, and the only recourse is to make an arbitrary assessment against the companies, based on the amount of grain in store. Outwardly the assessment is not made against the grain but the companies' real estate; but in effect the grain is also taxed. The elevator men do not care to have it generally understood that grain in their houses is taxed, fearing that knowledge of that fact might deflect shipments to other points. So they submit to an arbitrary assessment against their real estate. Such a bill would make things plain and enable us to get at the facts on which to base our assessments much more easily and with better results."

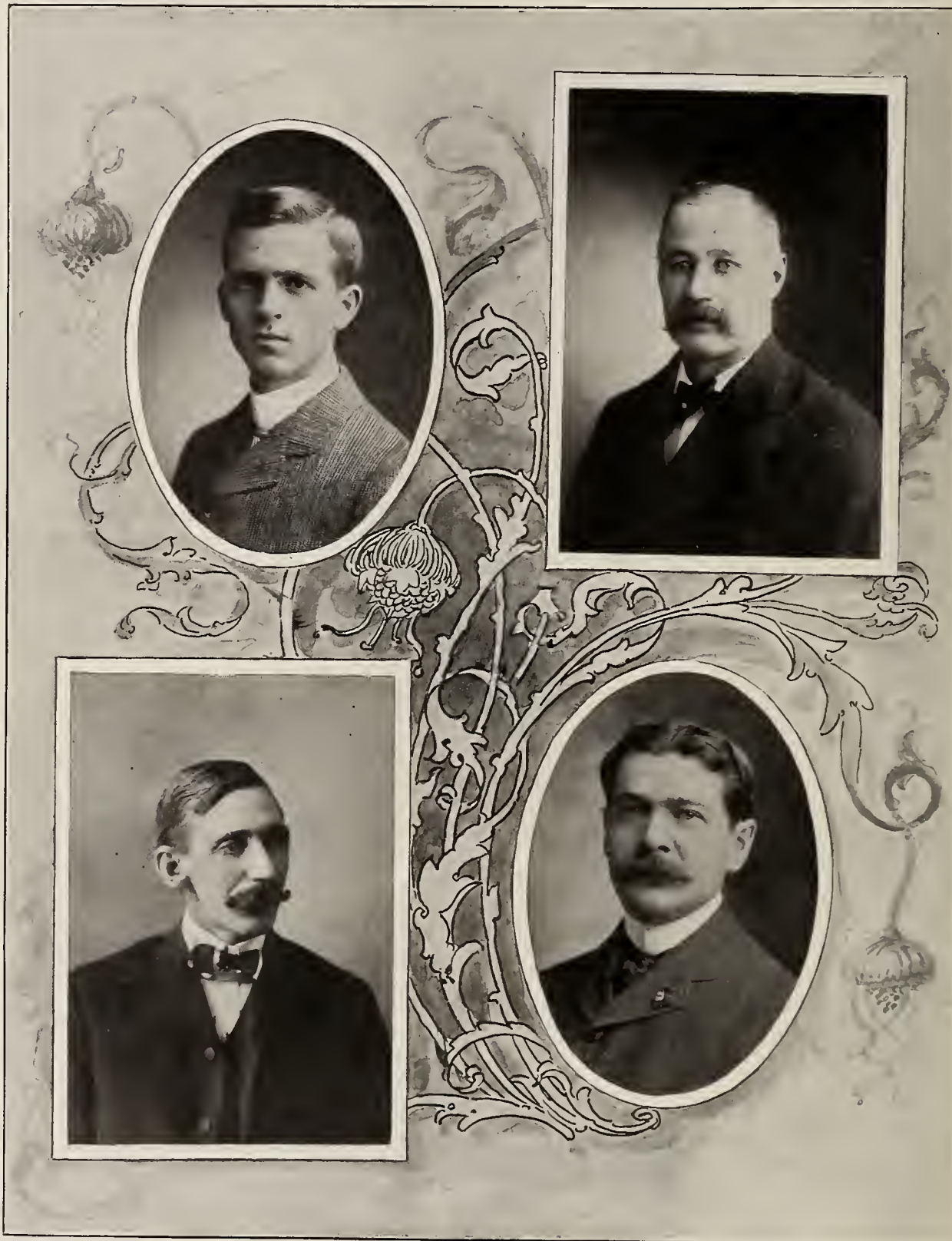
#### THE GEO. H. PHILLIPS CO.

The remarkable corn deal of November is still present history. As the historian Macaulay would write, "it is within the memory of men now living." It is remembered by the farmers, whose purses it benefited; by the commission men, as it vastly increased cash transactions, and by the entire country elevator trade which put away its profits as prices soared upward.

The moving spirit in the deal was Geo. H. Phillips, now manager of the Geo. H. Phillips Company,

corn from 31 to 51 cents, due to the successful handling of the most remarkable deal of the year by Mr. Phillips.

Joshua R. Collins is president of the company, and, like Mr. Phillips and Mr. Daniel Hill, the vice-president, came from Morris, Ill., where he was born 46 years ago. He is a prominent citizen of that town and for several years has been president of the Grundy County Bank, one of the solid financial institutions of the city. Mr. Collins is also largely interested in farming properties in and about Morris, and bears the reputation of having



GEO. H. PHILLIPS.  
DANIEL HILL.

J. R. COLLINS.  
LEWIS J. BOWMAN.

the members of which firm are shown in the accompanying illustration. Mr. Phillips, although he may be charged with the atrocious crime of being a young man, has a very old head when it comes to solving problems in the grain business. He was born in Morris, Ill., January 10, 1869, and his father being a grain dealer, young Phillips naturally became thoroughly acquainted with the grain business while approaching manhood. About 10 years ago he removed to Chicago and engaged with H. H. Carr & Co., and later entered the employ of George H. Seaverns. In these two offices he became acquainted with the grain trade, both from the commission and from the elevator man's standpoints. It was soon after November 1 of last year, the date on which the present firm was organized, that the trade was witness to the rise of prices of

a close knowledge of values and of being an all-round, level-headed business man.

Daniel Hill is 43 years of age and left a high standing in Morris as a successful business man. He is a large landowner in Illinois and in Iowa, and has also been associated with some of the leading business enterprises of Morris. His opinions, as a man of experience in the business world, have been always regarded with great consideration by his business associates.

Lewis J. Bowman is at the head of the company's cash grain department. A short sketch of Mr. Bowman appeared in this journal in a previous issue. He is a native of Illinois, having been born in Brimfield in 1863, and from 1887 to 1897 was with Warren & Co. of Peoria, Ill., where he gained his first experience in the grain trade. In 1897 he

came to Chicago and associated himself with Rumsey, Lightner & Co., remaining with that firm until he formed his present connection on February 1 of this year. Mr. Bowman has a large circle of friends, both in the terminal markets and among country grain dealers, especially in Illinois and Iowa. He has made two visiting trips yearly through these two states for the past several years. He has always been in the commission business, and these years of association have taught him about all the requirements of the trade. In his new connection he will be amply able to give his personal supervision to all the firm's cash business.

The Geo. H. Phillips Company was organized November 1, 1900, with a capital stock of \$30,000. While the company has ample capital to carry on business, it was thought that the figures representing the capital stock were too small, and in deference to the trade a reorganization of the firm is now taking place, and the capital stock will be made \$250,000 or over. With the reorganization the firm, in technical training and ability, and also in financial standing, will be one of the strongest on the Chicago Board.

### INSPECTION IN MINNESOTA.

A bill has been introduced in the Minnesota legislature to abolish the office of chief grain inspector and to throw the duties of that officer upon the state railway and warehouse commission. Meantime, in answer to the appeals of the new party in power for places in the grain inspection department, the commission announce that no changes of the personnel will be made at present.

The commission has recently had its attention called to a number of practical problems of inspection. One has reference to a practice adopted by certain dealers of having their wheat graded at one market and then taking it to Minneapolis to be regraded. If the second grading is more favorable than the first, it is used in selling the grain; if not, the second is quietly ignored and the sale made on the first grading. In order to stop this practice it is proposed to establish a system of communication by which all grain inspected in one place will be made known to other officials before the grain is reshipped.

Another question was the objections raised by shippers to regrading charges. If, as an example, a carload of grain is graded at Minneapolis and is then shipped to Duluth to be warehoused, it is necessary to regrade the wheat for the elevator record, which involves as much expense as the first inspection. The grain men argue that the grading of the Minneapolis officials should be sufficient guarantee as to quality. The board of appeals, on the other hand, contends that after grain has been duly graded at Minneapolis it is passed through a mixing process and then offered for delivery on the original grading. The board maintains that if a seller gets his grain graded at Minneapolis it is presumed he intends to market it there, but should he think a better market exists at Duluth he should be willing to enter that market subject to the same conditions as he who takes his grain there in the first place.

Orders in the premises have not been entered, so far as we are aware.

### DES MOINES CEREAL CLUB.

The Des Moines Cereal Club of Des Moines, Iowa, is to have a new home in that city in a six-story building to stand at the corner of Sixth Avenue and Plum Street. It was expected that the members of the club would all be located on two floors of the building, with a telegraph office conveniently accessible; and so they may be, in fact; but thirty-five applications for space in the new building were made for choice offices without reference to location on the two floors indicated. A completion of the plans will require an adjustment of those conflicting wishes.

The output of grain bags at the Walla Walla penitentiary is estimated for this season at 1,250,000. The jute is brought from Calcutta.

### DEATH OF W. W. HUNTLEY.

William Wallace Huntley, president of the Huntley Manufacturing Company of Silver Creek, N. Y., died at his home in that city on Wednesday, February 27, after about three years of feeble health and inactive life. He was a few days over seventy years old.

W. W. Huntley, although born (February 5, 1831) in the town of Hanover, Chautauqua County, N. Y., within a mile of the village of Silver Creek, was of New England ancestry, the migrating head of the family having been Seth Huntley, who left Connecticut to "go west." He was the grandfather of W. W. Huntley, and he settled first in Michigan, from which state he removed to Iowa, where he died in 1860. One of his sons, born in New Haven, prior to the migration, was Charles Huntley, who settled in Silver Creek in 1829, where he followed his trade of boat and ship builder until 1855. He died on a farm at the ripe age of eighty years—an industrious and honest man and a good workman who yet had no success as a business man. His wife was Polly (Davison), a native of Rutledge, Vt., and daughter of Henry Davison, who at sixteen was



W. W. HUNTLEY.

present at the surrender of Burgoyne, his father, Col. Daniel Davison, being in command of a regiment of "Green Mountain Boys" in the famous Saratoga fight.

W. W. Huntley lived with his grandfather, Henry Davison, on a farm, until the latter's death in 1840. He attended the public schools of Silver Creek for several winters, working during the summers in the shipyards or on the lakes. Later he took up carriage work and blacksmithing, all of which he varied with work on houses, railroad bridges, mills, etc. By 1853 he had accumulated enough capital to join his brother in the purchase of a small sailing vessel. Their intention was to go into lake transportation, but the low freight rates of that year made the season unprofitable, and they lost their capital and also their enthusiasm for the lakes, which they quit in disgust.

The turning point of Mr. Huntley's career came in 1858, when he went to work for E. Montgomery & Co. of Silver Creek, the pioneer manufacturers in Silver Creek of smut machines. His work here, together with a contemporaneous engagement to make patterns for W. R. Greenleaf, an engine builder, turned his attention in the direction of milling and grain cleaning machinery, and in 1861 he invented his famous "Excelsior" Bran Duster, a half interest in the patent for which he sold, in 1862, before it had been granted, for \$80, the cost of obtaining the patent. The Excelsior Bran Duster was manufac-

tured in the shops of E. Montgomery & Co. and later in those of Howes, Babcock & Co., who, on January 1, 1866, succeeded Montgomery & Co., Alpheus Babcock, of the firm, being Mr. Huntley's partner in the ownership of the patent. In 1868 Mr. Huntley built his own shops, now the Excelsior Works, owned by H. W. Allen.

In the new works Mr. Huntley and A. F. Holcomb, to whom Alpheus Babcock had sold his interest, operating as Huntley & Holcomb, manufactured a line of milling machinery, including a middlings purifier invented by Mr. Huntley, until 1872, when they sold a one-third interest in the works and patents to Aug. Heine, the firm becoming Huntley, Holcomb & Heine, which continued until 1882. Mr. Huntley then sold his interest to his partners, and with C. G. Hammond formed the firm of Huntley & Hammond, of Silver Creek and Minneapolis, dealers in bolting cloths. This firm still exists.

In 1866 Huntley & Hammond bought a half interest in the business of G. S. Cranson & Son, now known as the Monitor Works, one of the largest plants of its kind in the United States. The business was subsequently incorporated with a capital stock of \$100,000 as the Huntley Manufacturing Company. The works at the time of the purchase employed but eight hands and manufactured a line of cleaning and buckwheat machinery, and it was with much subsequent satisfaction that Mr. Huntley saw what was peculiarly the work of his own hands grow into the present works, employing regularly a force of 110 men and building a complete line of grain cleaning machinery for all purposes, as well as other milling machines.

Mr. Huntley was a Republican in politics, but had no taste for political activity. His service as village president of Silver Creek for two years and for six as village trustee was not a matter of politics, but of duty to his community, which is indebted to him for first the purchase of fire-protection machinery owned by the village. In all public affairs of Silver Creek he took a prominent part, and his purse was always open for the advancement of any legitimate public enterprise, as well as to private charity.

Mr. Huntley on November 24, 1854, married Miss Mary Chapman of Onondaga County, who survives him. A sister also survives, Mrs. Anna Hills. The other relatives are three nephews and three nieces, among them Mrs. C. G. Hammond. The funeral was conducted by Dunkirk Commandery.

### AMENDMENT TO THE ELEVATOR LAW.

The Illinois Railroad and Warehouse Commission has prepared an amendment to the state warehouse law limiting to twenty-four hours the time for cancellation of receipts of grain taken out of public warehouses. The form of the amendment is as follows:

"That no grain shall be delivered from store from any public warehouse for which, or representing which, receipt shall have been issued, except upon the return of said receipts stamped or otherwise plainly marked by the warehouse register with the words, 'registered for cancellation,' and within twenty-four hours after the last of said grain has been delivered to return said certificates to the said register to be canceled; and any warehouseman, agent, clerk or servant so delivering said grain as aforesaid, or any inspector or person connected with the grain department, knowingly permitting the said grain to be delivered without notice from the register that said receipts have been registered for cancellation, shall be deemed guilty of a crime, and upon conviction thereof shall be fined an amount equal to the value of the property so delivered, or imprisoned in the penitentiary for not less than one year nor more than ten years."

The ticker ticks, and in each tick there lies  
A million smiles or else a million sighs,

And every tick leaves one less tick between  
The last pit and the man who sells or buys.

—Omar (brought down to date).

## CHOKES IN GRAIN ELEVATOR LEGS.

It is probably safe to say that there is not, in all the vast list of machinery in use for various purposes, a single piece, or part, that possesses, approximately, the same dangerous elements as the ordinary grain elevator leg. The cup belt, the elevator head and the boot pulleys are all cased in out of sight, and the leg at any moment when elevating is liable to choke up and silently stop.

There are many causes for such stoppages. Among the most common are the slowing up of the motive power, the dashing of grain suddenly into empty pits, when feed gates are open, and drawing grain from bins that have mixtures of dry and damp grain.

If an extra load is suddenly put upon the engine—as, for instance, a car puller or a line of grain cleaners—it is liable to slow down until the engine supplies steam sufficient to overcome the added requirements. If the elevator gate has been set to give full cups, when the slowing motion occurs, the grain cannot be carried away as fast as supplied. The result is an over accumulation in the boot, and a slippage of the cup belt

known cause”—a culprit that has an appalling list of fires in grain elevators and mills to its credit which are wrongfully so charged.

Choking legs are also the “nightmare” of the elevator man, as they interfere so much with his work. Chokes are most liable to occur when the plant is being rushed and when the house can least afford to have delays, belts damaged and cups destroyed.

Various means have been resorted to by elevator builders in constructing legs to overcome this trouble, or to remove the danger from the elevator head to some more accessible location.

There are some systems that furnish a single leg drive that removes the friction, or slippage, from the head to the main floor. This, in a measure, lessens the fire hazard but it fails to prevent chokes. Besides, these systems are expensive and can only be installed in the original construction of the elevator, or, in the case of old elevators, by rebuilding the legs and changing the position of the line shafts from the cupola to the main floor.

The latest device, however, and one that at the same time is applicable to any elevator leg without change of construction, is the Automatic Safety Cut-Off and Alarm, manufactured by Moore &

the engine, as each gate is automatically closed when speed is reduced.

## STATE CROP STATISTICS.

The Texas Grain Dealers' Association is seeking to have the Legislature of that state appropriate funds for the collection and publication of state of Texas crop statistics. The state now has all the machinery, in the way of a bureau of agricultural statistics and history, but the work has been left undone because there have been no funds for the maintenance of the statistic feature of the bureau. The Legislature, with characteristic reluctance to take hold of anything a certain class of business men may want that does not promise direct political results, have rather ignored the movement; which has spurred President J. P. Harrison of the Association to an appeal to public opinion of Texas in aid of the movement. Among other things he says:

“As the rural population of Texas is in excess of that of the cities and towns, all classes of merchants in Texas, whether wholesale or retail, whether dealers in agricultural implements, hardware, groceries, dry goods or the like, must depend



DETAILS OF THE AUTOMATIC SAFETY CUT-OFF AND ALARM.

and friction. When such slippage once begins, the difficulties are multiplied, and a dead “choke down” results if the feed supply is not stopped.

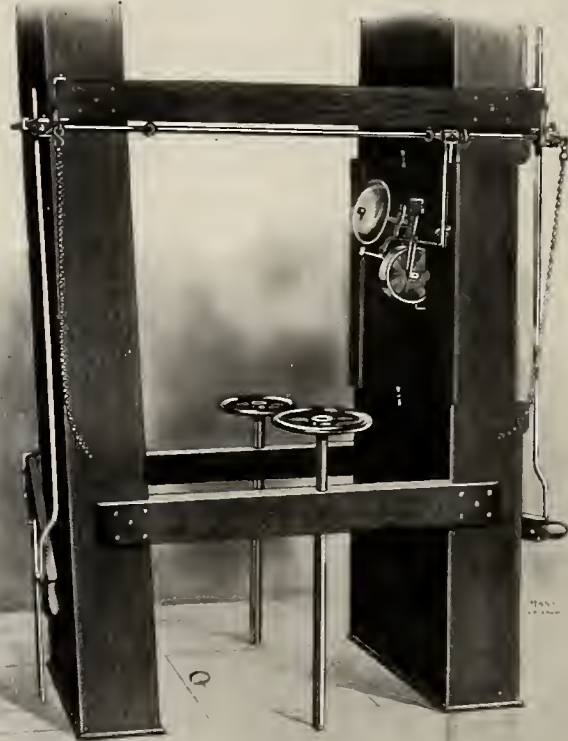
A mixture of dry and damp grain drawn from the same bin causes the same results. If the bin slide is pulled sufficiently to give a proper feed of damp grain and a layer of dry begins to flow, the supply is largely increased and the cups cannot carry it all, and the “choke up” comes. In either case, if the supply gate is closed at the proper time, the cups will carry away the surplus of grain, and a normal speed is at once attained.

When a leg chokes it always has a loaded belt which, together with the strain of the belt on the head pulleys, possesses a weight of tons; and the continuous revolving of the head pulley causes a friction between the cup belt and head pulley, or in the friction clutch or wheels, that very quickly ignites the interior of the head. The head casing is always lined inside with bag strings, lint, bits of cloth, etc., carried there with the grain. It is not an uncommon thing to find bushels of these substances clinging to splinters, sheet iron corners, and pulley arms. These, when burning, drop down inside the leg and set fire to the structure from cupola to basement; and it is impossible from general appearances, to tell where or how the fire originated. Men who have the care of legs do not report that they were negligent and permitted the leg to choke with such disastrous results. The fire is reported as started from “un-

Lorenz of Chicago, cuts of which invention are given in connection with this article. As will be seen by reference to the illustration, a governor wheel is applied to the smooth side of the cup belt, and the frame hinged to the casing. The wheel rests against the belt and is run by it while the hinged frame allows it to follow its swaying motion. When running up to speed the governor is thrown outward near the rim of the wheel, but whenever the speed is reduced to a point where it is desirable to close the gates, the governor draws in toward the center and engages a cam that instantly releases a tripping device that closes the gates and continues sounding a gong until the normal speed is again attained, when the gates may be again raised and elevating resumed.

The gates are provided with a very complete attachment for holding them up. They may be raised or lowered one-eighth of an inch at a time; and when the hand leaves the gate lever, it is securely locked in its position. The gates are entirely independent of the wheel head, except when the speed is reduced and the machine operates.

We are informed that this device has been in use in the Northwest for some time with uniform satisfaction. It has been recently installed in the Peavey Elevators at South Chicago, where it appears to be a successful remedy for the trouble. The elevator superintendent, Mr. Odell, says it is a complete protection to the legs, that he can now have full feed on the legs when shutting down



THE AUTOMATIC CUT-OFF AND ALARM IN THE ELEVATOR.

to a greater or less degree on the custom of our friends, the farmers. Therefore, it well serves the merchants to have reliable information from time to time as to the extent of farm and ranch production throughout the state. For, no matter how restricted the territory of any merchant, his trade is directly influenced by the farm production of the state at large, and it is to his advantage to have extensive and reliable information of such products.

“Is there a merchant in the state who approaches an accurate idea of the number of acres of either cotton, corn, wheat or oats planted in his own county last year; or the number of bales or bushels of either commodity raised? Is there a merchant in the state who would not be in better shape to plan each year's business if he were in position to compare from year to year the acreage and yield of cotton, grain, etc., with that of the previous year? We seriously doubt it.

“Now, farmers, a word with you: We hope to enlist your aid, as the solons at Austin love you dearly. You may feel that in this movement we are not actuated by entirely disinterested motives, which is true. But it is also true that in all such matters your interests are identical with those of the Texas grain dealers. A moment's reflection will tell you that the correspondence of the average merchant places him in possession of more information pertaining to crops and yields of the country each year than is obtainable by any one producer in a hundred. At present, therefore, the

merchant has the advantage of the farmer in the matter of statistics.

"However, this Grain Dealers' Association was formed to advance the grain interests of Texas, and its members are served every time these interests are advanced a fraction. Conditions cannot be improved for the merchant without those who produce reaping their share of the benefits.

"The members of the Texas Grain Dealers' Association are unanimous in the belief of the need for state crop statistics, and this belief has been reached after much consideration of the questions involved. The questions, then, which you must answer for yourselves are these:

"Does it or does it not serve my personal interest to have official information respecting this state's annual acreage and yield of cotton, grain, etc.?

"Will it or will it not advantage me to know when my fellow farmers are curtailing or increasing their acreage of cotton, grain, etc.?

"Can I or can I not more intelligently dispose of any surplus products by knowing whether there is in the state a general surplus or a general deficit of such products?"

### BOARD'S OWNERSHIP OF QUOTATIONS CONFIRMED.

Judge Seaman at Milwaukee on February 19, as had previously other courts, ruled that the ownership of market quotations of the Chicago Board of Trade is in that association until formally published for the information of those lawfully entitled to it for lawful purposes. The court thereupon ordered a decree for a permanent injunction against several Milwaukee firms restraining them from receiving quotations obtained in an irregular manner. In the case of C. C. Rogers Company, the court says the Chicago Board has not maintained its allegation that the defendant operates a bucketshop. As to the point of the issue the judge in his opinion said:

"The existence of the property right is well established at common law (as stated in the opinion filed in this case on the motion for a preliminary injunction), and is upheld by the Supreme Court of Illinois in reference to these market quotations of the complainant (New York, etc., Exchange vs. The Board of Trade of Chicago, 127 Ill., 153), with the single qualification that a public interest attached when the quotations were given out which entitled applicants to receive them 'without unjust discrimination' and 'for lawful purposes and upon the same terms' which were given to others. This common law right of property is preserved until voluntary publication, and unless such publication intervened before use of the reports by the defendants, either through the transactions of the telegraph companies or of their subscribers, I am of the opinion that the arrangement with the telegraph companies does not deprive the complainant of its interest to the extent of maintaining this bill. The difficulty I have found is to ascertain the time when the fact of publication occurs, whether any of the acts shown amount to a publication before the markets are given out to the press.

"If the doctrine of Exchange Telegraph Company, Limited, vs. Gregory & Co., 1 Q. B., 147, is adopted, the placing of the quotations upon the blackboard for the purpose and in the manner shown by the evidence would not constitute such publication as opens their use to the general public. In recent cases, however, it appears to have been held in reference to printed matter that the fact that a limitation was placed upon the nature of the use of copies delivered would not prevent the delivery from constituting a publication, if access by the public were open and there was no restriction on the extent or number of persons having such access or use.

"These market quotations are peculiar in their property use and value, and without immediate transmission to the customer so that he receives them simultaneously with all other customers and before their publication generally they possess no purchase value. To make them available it is essential to have the quotations written or printed

in some form for the information of all entitled to their use, and it appears here that they were in some instances so furnished in the 'ticker' and in others were placed on a blackboard in the office of the customer. No reason appears for finding a publication in the one method if not in the other, and I am of the opinion that neither constitutes a dedication to the public while limited to the use and office of the customer."

### B. F. WALTER.

Every man has a destiny toward which the gods order him, the fates tempt him, and for which his tutelary genius prepares him. In the German folk lore it is the good and bad fairies presiding at birth which have a weighty influence in shaping the ends of the happy or unhappy mortal whom, as an especial protegee, it becomes their duty to guard and direct. Among the more matter-of-fact Anglo-Saxon races man is the maker of his own fortunes, yet even with them the element of the preternatural, as controlled by the "eternal fitness of things," is praised by their poets as the real maker of individual history and the mold of national life.



B. F. WALTER.

It is very evident that B. F. Walter was prompted by the bidding of his tutelary genius when, three years ago, he accepted the position of traveling representative of the Illinois Grain Dealers' Association. As a traveler he always has the best things on the road; as an adviser it is only because all the grain men, unhappily, do not act upon his suggestion in regard to that application blank that they haven't accumulated Cæsus' bank accounts; and yet as a getter of members into the Association he has made a record which is very satisfactory to the well-wishers of that organization.

Mr. Walter was born in Macon County, Illinois, in 1866. He is a graduate of the High School of Maroa and of the State University at Champaign. He is versatile in his business attainments, having had experience in real estate and in the law, and has spent also a few years in the mining business at Denver, Colo.

It was after his return from Denver to Illinois that he connected himself with the Illinois Association. In the three years of his service he has organized fourteen local divisions and by his own personal efforts increased the membership by about 300 dealers. He travels over the state extensively, knows the greater part of the dealers personally, and is well acquainted with the evils and the needs of the trade. He is energetic and has one great ambition, to wit, to gather all the grain dealers in

the state, as one large and happy family, into his fold.

### SHORT WEIGHTS AT ST. LOUIS.

The grain weighing problem at St. Louis, which has been a chronic annoyance for a number of years, has lately reached the acute stage again, necessitating some action to bring about reform. In order to get the matter prominently before the St. Louis Merchants' Exchange and the St. Louis municipal authorities, a meeting of the officers of the various western grain dealers' associations was held at St. Louis on February 26 and 27.

Those present were: T. P. Baxter of Taylorville, E. L. Ulrich of Springfield and H. C. Mowry, secretary, of Forsyth, representing the Illinois Grain Dealers' Association; L. Cortelyou, president, of Mascoutah, and E. J. Smiley, secretary, of Topeka, representing the Kansas Grain Dealers' Association; B. A. Lockwood of Des Moines, and C. S. Clark of Chicago, president and secretary of the Grain Dealers' National Association; D. Hunter of Hamburg and G. A. Stibbens of Coburg, president and secretary of the Southwestern Iowa and Northwestern Missouri Grain Dealers' Union; Geo. A. Wells of Des Moines, secretary of the Iowa Grain Dealers' Association; Geo. S. Hayes of Hastings, and A. H. Bewsher of Omaha, president and secretary of the Nebraska Grain Dealers' Association; Col. C. T. Prouty of Kingfisher, Okla., secretary of the Oklahoma Grain Dealers' Association, and on behalf of the St. Louis Merchants' Exchange the following: H. F. Langenberg, E. L. Bartlett, T. B. Teasdale, J. S. McClellan, L. B. Brinson, W. B. Harrison, E. L. Wagoner, A. P. Richardson, C. W. Isaacs, R. L. Forrester, R. P. Annan, I. A. Whitehead, John Mullally, George F. Powell, A. H. Buschman, R. F. Walker, Chris Hilke, O. A. Orris, John E. Hall, J. L. Wright, Erich Picker, O. L. Whitelaw and E. S. Tompkins; also Wm. Hall of Omaha; W. J. Strange of Chelsea, Ind. Ter.; C. B. Munday and D. D. Davis of Litchfield, Ill.

G. A. Stibbens was made chairman of the meetings and A. H. Bewsher of Omaha, secretary.

After the subject of the gathering had been formally introduced the St. Louis delegation offered its solution of the problem by submitting the draft of an ordinance which it was proposed to have introduced in the Municipal Assembly at once, giving the Merchants' Exchange virtual charge of grain weighing in all places except public elevators. Counsel R. F. Walker, of the Exchange, read the ordinance. In effect it provides for the appointment of a supervisor of weighing, who shall be named by the mayor, subject to the approval of the Merchants' Exchange, the appointment of his assistants and the weighing to be done under the scrutiny of the board of directors.

Gen. Walker explained that an attempt had been made to have a similar ordinance passed which gave the Exchange sole control of the matter. It had passed the House, but the Council objected to it in that form. The new bill is a compromise measure, which has been drawn up by the legislative committee of the Exchange, and it will probably be passed.

During the discussion, J. S. McClellan of St. Louis said that the weighing difficulty had been under discussion for twenty-eight years. He did not like the idea of having all the weighing done in public elevators, as had been proposed by some, as he was opposed to tying up the trade of a big city in any way. Let the trade go where it would, public or private scales; for there had been as much kicking against elevators as against private weighing.

Secretary Bewsher said it looked to him as if there was a conflict in St. Louis between two interests among the receivers of grain. He thought that if these got together perhaps a solution could be arrived at. Perhaps light would then be shed, as it was in Chicago when a united attempt was made to get rid of the trouble there. The St. Louis receivers did not realize how serious the situation was. Nebraska shippers were sending hundreds of carloads to Chicago because of the incorrect weights at St. Louis which ate up their profits. It looked to him as if St. Louis was willing to sacri-

fix her trade to the man who controlled the private scales. Relief was wanted. Shippers were watching the elevators where short weights were reported. There was too much politics in the matter.

Chairman Stibbens, who had suffered from short weights and knew of many others with similar cause of complaint, said on the absence of reform at St. Louis shippers should get together and refuse to consign to scales where short weights are given. Presidents Hunter and Lockwood, Mr. Baxter and Secretary Mowry favored the jumbo type of scale.

P. P. Conner said in defense of St. Louis methods that it is not always the receivers' fault that weights are short. Hundreds of cars come into the city leaking over the doors and with the doors of the cars out of order. He had seen corn spilled for miles along the track. Bad cooperage is also to blame. It is not due altogether to the "sweepings" that are left in the cars after the weighing is done that complaints of short weight are made by shippers.

Secretary Bewsher called for a vote to ascertain how the delegates viewed the proposed ordinance.

intolerable to the country dealers shipping to that market; therefore be it

Resolved, That we, the representatives of different grain dealers' associations, do recommend that the Merchants' Exchange immediately proceed to the organization of a weighing department, which shall have entire charge of the weighing of all grain unloaded from cars in East St. Louis and into elevators in St. Louis, Mo. We further recommend that the Merchants' Exchange strive to secure control of the weighing of grain from cars to wagons at team track yards.

Whereas, We consider the charge of \$1 per car for weighing grain in carload lots in the St. Louis market exorbitant and greatly in excess of charges made in other markets; therefore, be it

Resolved, That we recommend to the Merchants' Exchange that it take steps to have the charges reduced, so as to conform with like service in other markets.

Commenting on the meeting, Secretary E. J. Smiley of Kansas said: "Much of the grain for the St. Louis market comes from Kansas, and St. Louis will gain 25 per cent in her receipts if the Exchange will take hold of this matter in the way in which we would like to have it done. It should

[For the "American Elevator and Grain Trade."]

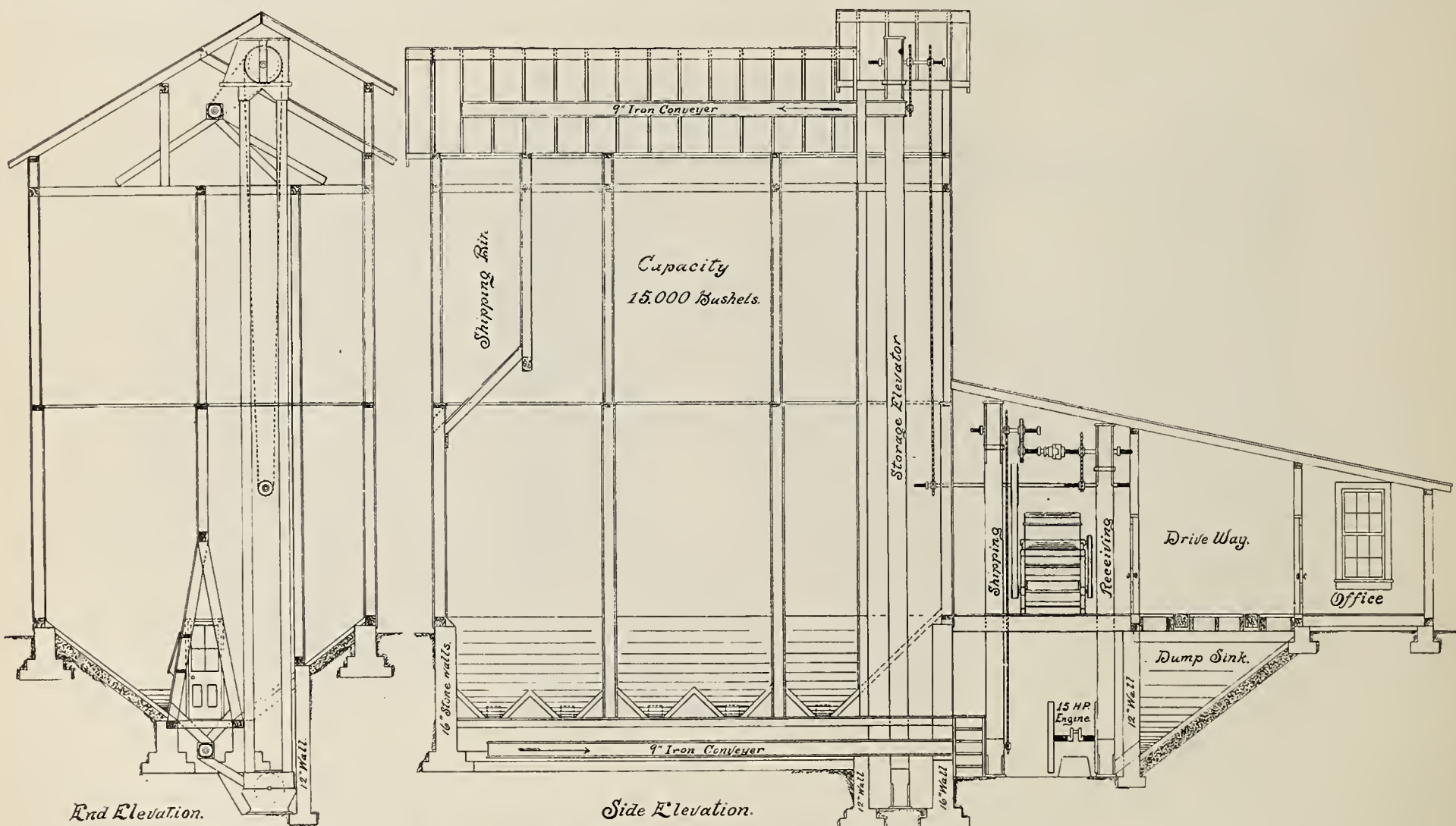
## A 15,000-BUSHEL WHEAT ELEVATOR.

BY AUSTIN B. HAYES.

The illustrations herewith shown are of a 15,000-bushel wheat elevator. The building is 22 feet by 33 feet 3 inches, on the ground, and 37 feet 6 inches from the ground to the peak of roof. There are six bins in all, the bottoms of which rest on the ground and are made of concrete. The bins are 34 feet high, built of 2x8 and 2x6 inch studding and lined with 1½-inch planking.

The cleaning department, driveway and office are all under one roof, and measure 22x31 feet on the ground, built of 2x4-inch studding and 2x6-inch rafters, covered with 7/8-inch sheathing, sheet-iron roofing and siding. The cleaner is a double receiving separator, with a capacity of 600 bushels per hour.

The grain is received by a wagon dump to sink. This sink will hold three loads. The grain enters



ELEVATION PLANS AND DETAILS OF A 15,000-BUSHEL WHEAT ELEVATOR.

All but four favored it as a step in the right direction. After some further debate the vote was reconsidered and made unanimous, thus putting the grain dealers on record as favoring the ordinance which the city legislature will be called upon to pass in order to maintain the grain trade of St. Louis.

On February 27 meetings were held in the rooms of the St. Louis Traffic Bureau, in the Merchants' Exchange, and later an executive meeting was held in parlor B, of the Planters' Hotel. The first session was particularly for the railroad men. The dealers' representatives wanted to know what could be done to stop leakages from cars and the tests to which track scales are put and asked many questions pertinent to the subject of short weights in grain. They gave the railroad men to understand that the complaints had been so numerous and so loud that steps must be taken by the traffic interests to see that every precaution is taken to guard against waste and leakage from cars.

The later session resulted in the adoption of two resolutions looking to the abatement of the evils which are complained of. The first resolution reads:

Whereas, We consider the shortage in car-lot grain shipped to the St. Louis market have become

be borne in mind that the railroads of Nebraska, Iowa and Kansas go to Chicago as well as to St. Louis, and in the former city the shortweight problem has been settled by the vigorous action of the Board of Trade. The Exchange can doubtless control the private scales, if necessary, to weed out the incompetent and careless weighers. The weighing charge of a dollar a car is not exacted at any other market in the world. We are gratified to see that the trade here has been aroused by the presentation of our cause, and we think that the effect will be of mutual advantage."

An Indiana corn grower, Chas. Buckley of Delphi, in a recent paper said that, generally speaking, "corn contains too much oil to make it a balanced feeding ration. Protein is the bone, muscle and blood forming content, and his experiments in selecting seed corn had enabled him to increase this constituent of the grain 2½ per cent. Every corn raiser should have an ideal to which his seed corn should at least approximately conform. More attention should be paid to the size and shape of the grain than to the ear. The ideal seed corn for feeding purposes should have the grain as nearly square as possible, instead of its being broad and flat."

the receiving elevator boot, is elevated and discharged to the cleaner, cleaned and spouted to the elevator boot in the pit of elevator, carried up and discharged to the 9-inch iron conveyor, and distributed to the bins. When you want to ship grain, it is drawn into the conveyor at the bottom of bins, carried to the shipping elevator boot, elevated and spouted to the 250-bushel hopper scales, weighed and spouted to the storage elevator, thence to the shipping bin by conveyor. The shipping elevator is operated by a clutch coupling and is driven by link belt, as are both the receiving and storage elevators.

All elevators are 24x9½ inches, with 9x5-inch cups, with a capacity of 600 bushels per hour. The entire plant is driven with a 15-horsepower gasoline engine by a 10-inch belt, which requires a friction clutch pulley in starting up the machinery.

The cost to construct such an elevator is little, and the manner in which the bins are built on the ground assures one that no collapse will occur.

A South Dakota man urges the farmers of that state to clean their grain at home before shipping and proposes to take at a price all the wheat screenings he can get to feed to sheep.

## THE ANTI-ELEVATOR FIASCO.

On February 21 notice was posted on 'Change that ten days later—that is, on March 2—a vote would be taken by the Chicago Board of Trade on a proposition to amend Section 1 of Rule 21 by striking out the second paragraph and inserting in lieu thereof the following:

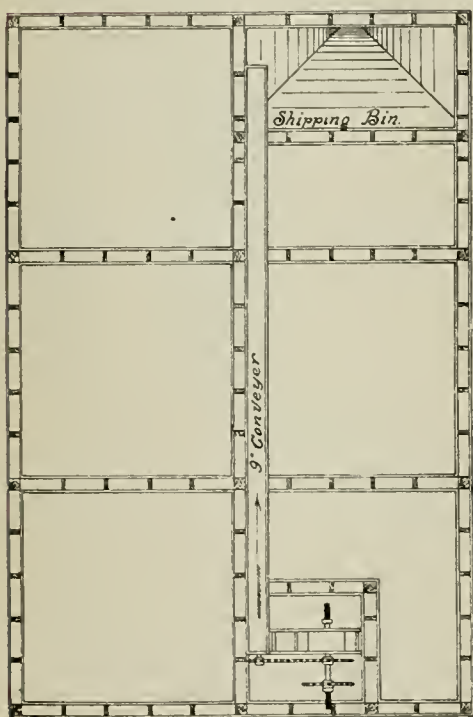
No warehouse so declared regular shall be used by the proprietors or managers thereof, or any stockholder of any corporation which may be a proprietor or manager therein, for storing therein any grain or flaxseed which said proprietors or managers, or any of them, shall own, either directly or indirectly; provided that any grain or flaxseed now so owned and in such elevator may be sold or delivered out of such elevator prior to July 1, 1901; nor shall such warehouse be used for storing therein any grain or flaxseed which had been cleaned or mixed in any way in any elevator or warehouse in which such proprietors or managers of such regular warehouse, or any of them, are, or may be, directly or indirectly interested.

The purpose of the amendment was to give immediate force to the recent decision of Judge Tuley

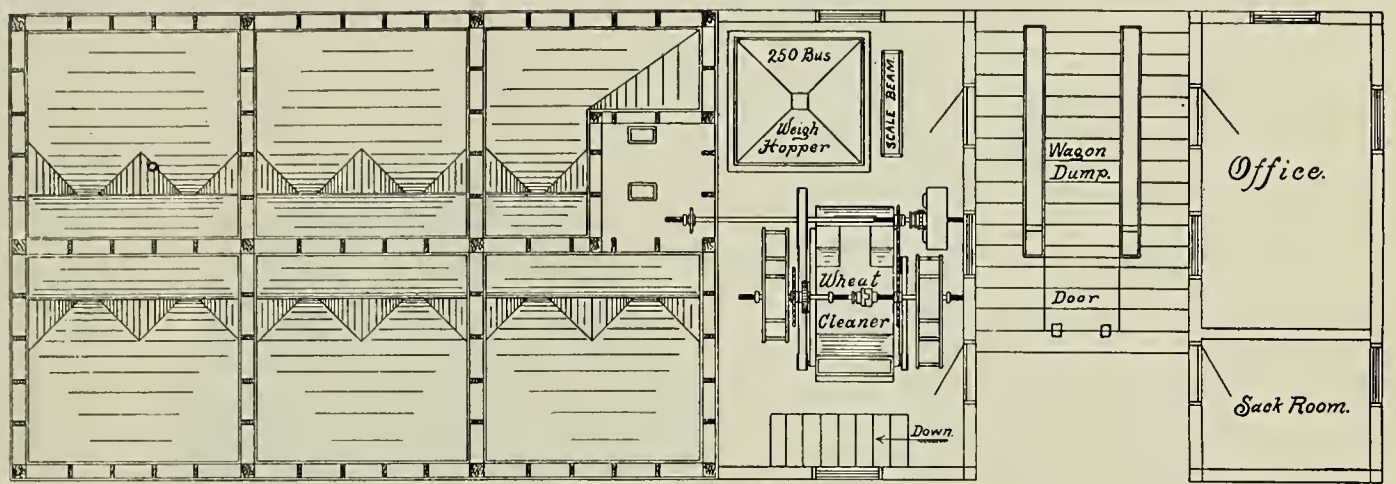
Mr. Hannah, of Carrington, Hannah & Co., said: "The Board of Trade seems to assume that all elevator men are outlaws and enemies. We are never consulted in any way as to the wisdom or practicality of any plan; and for this reason I knew nothing of the intentions of the directors until they were made public. The affairs of the Board of Trade appear to be in the hands of men who have no practical ideas as to the proper thing to do. They are throttling the grain business of the city, but why I cannot understand. The Board of Trade fails utterly to recognize the fact that Chicago is no longer a primary market, especially for spring wheat. No. 2 Spring Wheat has been discredited and made into No. 1 Northern. We can't go to Minneapolis and buy No. 1 Northern and get the inspection department here to grade it as No. 1 Northern. I don't see why the Board should care where the wheat comes from so long as the grade is right. The interest of the Board should be in the direction of bringing wheat to this market, not driving it away. Competition is active and other markets are rapidly distancing us. There is

was primarily on commission. Men shipped their grain to Chicago, and it was stored here pending sale. Now that is changed. No grain gets into the elevators before it is bought either outside or on the market here. All the grain consigned to this city is first sold and then stored in the elevators by the purchasers. Now, see what will happen if the elevator men are forced to stop buying and storing their own grain. The moment the rule is enforced they will take their elevators out of the regular list. Then, when the elevators are all private, the dealings of the commission men in 'contracts' or 'options,' the greater part of their business, will be brought almost to a standstill, for there will be no more contract grain to deliver. The whole operation of the Board will be clogged."

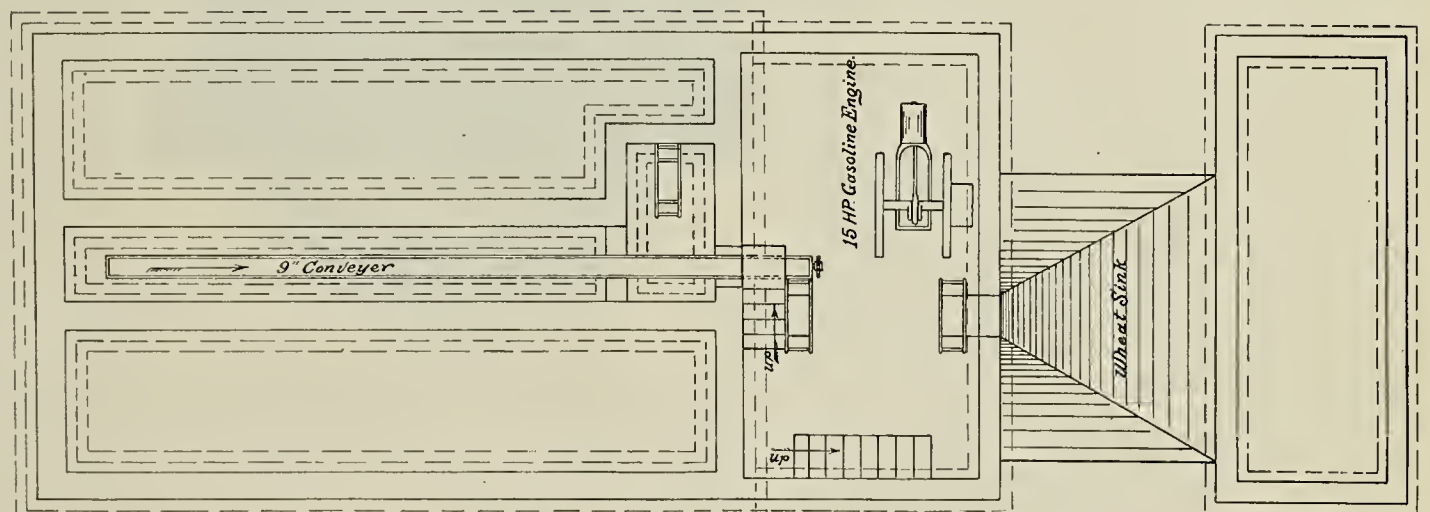
In short, the elevator men claim that they have brought all the grain to Chicago "simply for what they could make out of its elevation." They pointed out that commission men could not be expected to fill elevators in which they had no interest, and that surrounding the elevators with the restrictions indicated would mean the immediate decadence and



Plan Of Attic.



Plan Of Working Floor.



Plan Of Foundation.

FLOOR PLANS OF A 15,000-BUSHEL WHEAT ELEVATOR.

to the effect that public warehousemen cannot legally store their private grain with that of the public and manipulate and mix all the grain at will. A bill to amend the present warehouse law to give effect to the same decision is now before the Legislature.

The public elevator men were taken by surprise, hardly expecting the attack on their privileges to take that form; but their disconcertion was of short duration. In fact, they responded to the attack with such vigor that the voting has been "called off"—postponed indefinitely. They simply replied that if Rule 21 were so amended, as proposed, they would surrender their licenses for public, or "regular," elevators, and turn their houses into private ones, leaving the Board in the position of the bucket shops—a body of traders with nothing but wind to trade with. They even threatened to start a board of their own. Whether they meant it or not, the Board assumed they did, and as it did once before under similar conditions, "took water," for obvious reasons.

The episode is most interesting now as having uncovered the elevator men's argument in defense of their privilege of cleaning, grading and mixing the public's grain with their own.

or should be a joint interest between the Board of Trade and the elevators."

Mr. Bartlett, of Bartlett, Frazier & Co., said: "Since most of the grain coming into Chicago is below contract grade, there would not be enough to trade on if the elevators were forbidden to clean the grains."

Mr. Nelson, of Murry Nelson & Co., said: "The Board of Trade has 2,000 members, but the real business is done by 100 of these, and among these latter some twenty-five men handle the great majority of the deals. The rest of the membership is a howling rabble on the outside, that doesn't know what is good for it, and that, through its ignorance, will cut its own throat. These commission men do not seem to understand that if elevator men did not use their own money in buying grain to put in their elevators Chicago would lose an immense amount of business and the commission men themselves would soon be out of jobs. They seem to think the elevator men are their natural enemies. They think they can injure the elevator men without injuring themselves. What I want to know is, who is to own the grain and who will bring it to Chicago if the proposed amendment is passed? Many years ago the bulk of the business

the early and sure death of the Chicago grain trade.

On the other hand, I. P. Rumsey, of Rumsey, Lightner & Co., one of the oldest members of the Board, and one of the best known strictly commission men in the West, a conservative man withal, said to a Post inquirer:

"The elevator system has run to the extreme on the side of making everything regular—that is, making the receipts in elevators regular for delivery on contracts for sales and purchases for future delivery. The trade has come to believe that the more elevators are made regular the more grain we have to trade in, so that it has become a custom of the board of directors, if an elevator company can give a satisfactory bond, to make all elevators that the company can cover regular, if they are situated so that the grain can be delivered to vessels and cars. This pernicious practice has become so common that men have built large elevators, filled them with a million bushels of their own wheat, which they have cleaned and manipulated until they could get the state grain inspection department to give certificates of the trading grade (which is now No. 1 Northern), and then have come to the Board and asked that the house and the grain in it be made regular; and in no case has

the request been refused. This has been done so frequently during the last decade that the elevator fraternity has come to believe that there are no rights the buyer of grain has that it is bound to respect.

"I remember well many years ago, when the rates of storage were so high that it was the most unmitigated usury ever forced upon the business public, that a certain Board of Trade man, seeing the fortunes made yearly, built what would now be classed as a small second-class elevator and fought the combined elevator interests on rates and deliveries of grain to his elevator until the monopoly let him and his elevator into the trust. Since that time he has been one of the loudest opponents of the trade doing anything toward correcting the evil which has thrown our elevator grades into disrepute.

"Of course they have the aid of the state grain inspector both in getting this grain in and getting it out. There seems to have been no trouble for years to get it inspected in, but of late the buyer who purchases this grain to ship complains that what is delivered is not, according to our rules, what it is pretended to be. This has brought us up against the problem which must be solved. Judge Tunley has decided twice that it is against public policy that public custodians should store their own grain in the public houses of which they are custodians. Therefore, it is against the law for them to do it.

"The directors must recognize this and act. It may be that they have leaned to the other extreme in their recommendation regarding what shall constitute regular elevators, but I believe a radical change must be made, and can be, which will be a benefit to the farmer, to the shipper to this market and to the shipper from this market east. There is wisdom enough in the Board to solve the question, so that, beginning with the new crop in July, the trade will be on a much better, fairer and more honest business basis than it has been in many years."

Mr. Green, of Irwin, Green & Co., said: "We think the elevator people are the ones to be governed by the Board and not the Board by the elevator people. We know of no business system in the world that can stand, or will stand, a mingling of private and public interest. There is no danger of Chicago losing its supremacy as a grain market if we keep a high and uniform standard of grain on which the buyer can depend. Make it a market that will invite the buyer and you will have the seller; you will have the grain and you will have the trade."

On February 26 the directors of the Board were met by a protest against the proposed amendment and a petition for its withdrawal, signed by the elevator men and their friends among the shippers; and an indefinite postponement was made of the matter.

### IOWA SEED CORN GROWERS.

An Iowa Seed Corn Growers' Association was organized at Des Moines, with John E. Brown of Mitchellville as president and N. J. Harris of Des Moines as secretary-treasurer.

The plan of the Association is similar to that of the Seed Corn Growers' Association of Illinois, the object being, as reported by President Brown, to promote among breeders of seed corn a better knowledge of the business. The breeding of corn is just as scientific and just as important as the breeding of fine stock. The farmers acquire all their knowledge of corn breeding by experience. Now, if our Association will bring these seed corn growers together and spread among them the progressive ideas of the most up-to-date men in the business, we will immediately improve the general quality of the corn produced throughout the state. We want to spread abroad information on the cultivation of seed corn; the care to take of it while it is growing, and all other important things that corn growers, and seed corn growers in particular, ought to know. If all the men of the state acquire the knowledge I speak of, they will begin to raise better corn, and to raise it more sci-

tifically, and the ultimate result will be larger crops. In time, we hope to raise the average yield per acre in Iowa from 37 bushels, as it was this year, to 45 or even 50 bushels. This will increase the value of the corn crop of Iowa each year by millions of dollars."

Consideration of a new score card finally resulted in the adoption of the following:

Length of ear.....	15
Circumference .....	10
Number of rows and arrangement on cob.....	5
How ears are filled out.....	10
Length of grain.....	10
Characteristics of grain.....	10
Percentage of grain.....	15
Color of grain.....	5
Uniformity of exhibit .....	10

In this scale it is not the intention to make competition between the different varieties; it will only apply to each variety in separate exhibits.

### A PIATT COUNTY ELEVATOR.

Piatt County is a part of the great corn belt of Illinois, where the corn growers are corn breeders and where farming is as nearly reduced to a science as anywhere in the state, thanks to the influence of the near-by experiment station at Urbana, Champaign County. The elevators are of the conventional type of the Illinois prairies, with occasional modest variations from the type.

The buildings of J. T. Samans at Pierson, shown in the accompanying picture, are distinctive enough to have a personality as differentiated from the



J. T. SAMANS' ELEVATOR AT PIERSON, ILL.

class. It is 32x30 feet in size, with an attached crib 24x80 feet in size, giving a storage capacity of 40,000 bushels. The machinery, which is modern, was furnished by the Union Iron Works of Decatur. The power is a 20-horsepower Atlas Engine. There is also a Western Sheller with cleaner.

The business is now conducted solely by J. T. Samans, who some time ago bought the interest of his partner, J. F. Schroll.

### QUOTATIONS ROW ENDED.

The effort of the Chicago Board of Trade to destroy the bucketshops by cutting off their quotations was a somewhat drastic remedy, in view of its reputed effect on the legitimate houses handicapped by the difficulty of getting quotations to their speculative clients. The dullness on the Board has been attributed to this condition of things and not a little restlessness under the circumstances has been visible, some of it aimed at the private wire houses.

On February 28, however, it was unofficially announced that an arrangement had been made by the Board with the telegraph companies by which the quotations will hereafter be published as formerly. The telegraph companies acquiesce in the decisions of the courts recognizing the Board's proprietorship of the quotations, for the use of which they agree to pay the Board \$30,000 annually. They also agree that persons served with the quotations shall be first approved by the Board of Trade and that uniform ticker prices shall be maintained.

A bill is before the Legislature of Washington providing for the utilization of flax fiber in the manufacture of grain bags at the state penitentiary, and it is hoped to enlist private capital in establishing the new industry of fiber culture.

### IMPORTS AND EXPORTS OF AGRICULTURAL PRODUCTS.

The year 1900 closed a century of marvelous development of American commerce, the domestic exports for the year reaching \$1,370,763,571, with imports for the same year of \$849,941,184, says Frank H. Hitchcock, chief of the Section of Foreign Markets of the United States Department of Agriculture.

Of the imports, about 49 per cent (\$420,139,288) consisted of agricultural products, chiefly hides, wool, silk, fibers, coffee, tea, sugar and tobacco. Of the exports, \$844,616,530, about 62 per cent of the total, represent agricultural products, that is, cotton, grain and its products, live stock and meat products, vegetable oils and oil cake, etc. The excess of agricultural products exports over agricultural products imports for 1891-95 averaged \$250,181,700 annually and for 1896-1900, \$375,750,765 annually.

The leading agricultural imports in 1900 were sugar, 4,018,086,532 pounds, at an average import price of 2.5 cents per pound; hides, including 163,865,165 pounds of cattle hides, at an average import price of 11.8 cents per pound; coffee, 43,835,152 pounds, at 6.7 cents per pound; silk, 11,250,383 pounds; vegetable fibers (sisal, cotton and manila hemp), worth \$34,334,750; wool, 155,928,455 pounds, worth 10.8 cents per pound; tobacco, 19,619,627 pounds, worth 67.8 cents per pound; tea, 84,845,107 pounds, at 12.4 cents per pound; rice, 116,679,891 pounds, etc.

The following table shows the value of each of ten items of exports in 1900, with the amount of increase for 1900, as compiled by Mr. Hitchcock:

Agricultural exports.	Year ended June 30, 1900.	Increase in 1900.
Breadstuffs .....	\$262,744,078	*\$11,255,621
Cotton .....	242,988,978	32,899,402
Meat products .....	173,751,471	7,072,305
Live animals .....	43,585,031	5,704,115
Tobacco .....	29,422,371	3,955,153
Oil cake and oil-cake meal.	16,806,302	2,257,537
Vegetable oils .....	16,345,056	2,535,721
Fruits and nuts .....	11,642,662	3,745,177
Dairy products .....	9,226,520	1,597,309
Seeds .....	7,036,982	1,957,586
Other .....	31,067,079	1,336,113

Total agricultural exp'ts. \$844,616,530 \$51,804,797

#### BREADSTUFFS.

Exports of breadstuffs during 1900, although far exceeding in value the average for preceding years, show a noticeable falling off compared with the exceptionally heavy shipments of 1898 and 1899. The exports for 1898, amounting in value to \$333,897,119, were by far the largest on record. In 1899 the export trade amounted to \$273,999,699, this value being in excess of any previously reported, except that just mentioned for 1898 and a record of \$299,363,117 attained in 1892.

As in the preceding year, the decline in the export value of breadstuffs recorded for 1900 was traceable chiefly to a falling off in the shipments of wheat. Accompanying the decline in wheat shipments there was a further marked increase in the exports of corn, and for the first time in the history of the trade the total export value of corn exceeded that of wheat.

Indian Corn.—In both quantity and value our exports of Indian corn for 1900 were the largest ever reported, amounting to 209,348,284 bushels, worth \$85,206,400. Compared with the shipments for 1899, which were recorded at 174,089,094 bushels, worth \$68,977,448, the 1900 exports were greater in quantity by 35,259,190 bushels and in value by \$16,228,952. The average annual export price per bushel showed a slight increase for 1900, the quotation for that year being 40.7 cents, as against 39.6 cents for 1899.

Wheat.—During 1900 we shipped to foreign markets 101,950,389 bushels of wheat, the total value being \$73,237,080. As compared with the exports for 1899, which amounted to 139,432,815 bushels, worth \$104,269,169, these shipments exhibit a falling off of 37,482,426 bushels in quantity and \$31,032,089 in value. The export price for 1900 averaged 71.8 cents per bushel, or just 3 cents

\*Decrease.

lower than the price of the year preceding, which was recorded at 74.8 cents per bushel.

**Wheat Flour.**—Although the year 1900 witnessed a decline in our shipments of wheat, there was a slight increase in the amount of wheat flour sent abroad, the exports of this product amounting to 18,699,194 barrels, as compared with 18,485,690 barrels in 1899. This was a gain of 213,504 barrels. The wheat flour exports of 1899, converted into their equivalent in grain, were equal to 83,185,605 bushels of wheat, and, similarly, the wheat flour exports of 1900 were equal to 84,146,373 bushels of wheat. In the former year the combined exports of wheat and wheat flour amounted to 222,618,420 bushels of grain, and in the latter year to 186,096,762 bushels of grain, exhibiting for 1900 a total falling off of 36,521,658 bushels, as compared with 1899. The combined value of the wheat and wheat flour exports, amounting to \$177,363,039 in 1899 and \$140,997,966 in 1900, showed a decline of \$36,365,073.

**Oats.**—In the exportation of oats there was a considerable growth during 1900, the shipments for that year amounting to 41,369,415 bushels, worth \$12,504,654, as compared with 30,309,778 bushels, worth \$9,787,540, for the year preceding. The gain in quantity amounted to 11,059,637 bushels, and that in value to \$2,717,114. In the average annual export price there was a decline from 32.3 cents to 30.2 cents per bushel.

**Barley.**—During 1900 barley was exported more extensively than in any previous year, the total shipments reaching as high as 23,661,662 bushels, worth \$11,216,694. The largest previous exports occurred in 1897, when 20,030,301 bushels, worth \$7,646,384, were marketed abroad. In the following year, 1898, the exports declined to 11,237,071 bushels, with a value of \$5,542,040, and in 1899 a still further decrease was recorded, the shipments for that year falling as low as 2,267,403 bushels, with a value of \$1,375,274. As compared with the 1899 figures the record for 1900 shows an increase of 21,394,259 bushels in quantity and \$9,841,420 in value. The average annual export price per bushel fell during the last two years from 60.7 cents to 47.4 cents.

**Rye.**—Concurrent with the increase in barley exports there was a marked falling off during 1900 in the amount of rye sent to foreign countries. Our shipments of rye for that year amounted to only 2,355,792 bushels, worth \$1,442,055, as against 10,140,866 bushels, worth \$5,936,078, for 1899. There was a decrease of 7,785,074 bushels in quantity and \$4,494,023 in value. An increase from 58.5 cents to 61.2 cents per bushel occurred in the average annual export price.

The exports of seeds, mainly clover and flax, reached a value of \$7,036,982, or \$1,957,586 above values of 1899.

The following table gives the quantities of certain agricultural products exported in 1900 compared with 1899:

Articles	Year ended June 30, 1900.	Increase in 1900.
Corn, bushels .....	209,348,282	16,228,952
Wheat, bushels .....	101,950,382	*37,482,426
Oil cake and meals, lb. ....	1,631,723,300	62,630,167
Oats, bushels .....	41,369,415	11,059,637
Barley, bushels .....	23,661,662	21,394,259
Flaxseed, bushels .....	2,743,266	*87,725
Clover seed, pounds .....	32,069,371	12,088,937
Rye, bushels .....	2,355,792	*7,785,074

\*Decrease.

The average export prices of the above named articles were as follows, compared with the average price for five years:

Articles.	Price, 1900.	Avg. Price 1896-1900.
Barley, per bushel .....	\$ .474	\$ .445
Corn, per bushel .....	.407	.369
Oats, per bushel .....	.302	.292
Rye, per bushel .....	.612	.541
Wheat, per bushel .....	.718	.798
Oil cake per pound—		
Corn .....	.010	.010
Cottonseed .....	.010	.009
Flaxseed .....	.011	.011
Flaxseed, per bushel .....	1.270	.983
Clover seed, per pound .....	.074	.069
Timothy seed, per pound .....	.034	.034

Grain bags in San Francisco are held at 6¼ to 6½ cents wholesale.

## NEW YORK CENTRAL BUYS BUFFALO ELEVATORS.

The New York Central Railroad Company has purchased the three elevators at Buffalo known as Niagara A, B and C, with a total storage capacity of 2,200,000 bushels. The price was not named. Elevator C, which was formerly a malt house and has only 150,000 bushels' capacity, will be torn down. This purchase will give the Central five elevators at Buffalo, with storage capacity of about 5,000,000 bushels, or about one-seventh that of Buffalo, and a handling capacity of 100,000,000 bushels during the navigation season.

It is not expected that the transfers will make any change in the methods of the Western Elevating Association. That important body's agreement for 1901 is not yet signed, it is said, but it doubtless will be; and, as in the past, it will throw its influence to the railroad, including, of course, the Central.

## LOUIS H. MANSON.

The present conditions of the grain trade in Chicago are attracting new men and capital into the grain business, and among the firms which have recently opened offices on the Board is that of



LOUIS H. MANSON.

L. H. Manson & Co., of which Louis H. Manson, the subject of this sketch, is at the head.

Mr. Manson is well known in Chicago business circles, having made his home in this city during the past 25 years. In this time he has been connected with some of the leading manufacturers of the city and has a reputation as a shrewd business man of fair and honest dealing. Mr. Manson and his associates have ample capital and a thorough knowledge of all the details of the grain business. The firm will make a specialty of the cash grain receiving business in Illinois and the West, and the record which Mr. Manson has made in other lines is a guarantee of their success.

## THE MONTREAL ELEVATORS AGAIN.

The Montreal harbor commissioners on February 26 took the first steps toward annulling the elevator contract with the Connors syndicate. It appeared from the report of the commissioners' engineer that no work of constructing the elevators had been done by the syndicate since his previous report, made last fall. No one of the commissioners had any idea of the syndicate's future plans, its representative not being then in town. Thereupon a resolution was adopted directing the engineers to report the work done on the site since the board's notice to the syndicate last April. This is supposed to be the "beginning of the end."

Meantime it is rumored both at Montreal and at New York that the Connors syndicate had sold out to F. H. Clergue, who is known as the organizer

and director of the great paper industries at Sault Ste. Marie. There has also been revived the project of erecting a government elevator at Montreal.

## [For the "American Elevator and Grain Trade."] NEW ORLEANS THE LEADING GRAIN PORT.

BY C. A. B.

The consolidation of various lines of railways into transcontinental systems reminds one of the united efforts on the part of the east and west lines to try to hold their share of the export grain traffic of the country. Until recent years but little grain had been shipped abroad from any port other than those in the eastern part of the United States fed by the east and west roads. These roads named the rates and carried our grain to the port without competition. No line of steamers thought of going to the Gulf for grain. "Time changes all things." Within a few short years the north and south roads have become formidable competitors for export tonnage. Terminal elevators have been constructed, competitive rates named and steamships induced to make Gulf ports for the grain thus attracted. Galveston, Port Arthur and New Orleans have been especially favored with these increased facilities.

New Orleans has received the most attention and has profited more than any of her sister ports in the South. Ocean liners find no fault with this port, even though it is some miles up the river, as the government has aided in making the river navigable for the largest; and they really like landing in fresh water, as the barnacles which form on the bottom of the ship while crossing the ocean become loose and drop off while anchored in the fresh water of the Mississippi. The exports of wheat for January amounted to 1,777,391 bushels; of corn, 4,444,980 bushels; and of oats, 145,000 bushels.

Of all the roads entering this city probably the Illinois Central system has more elevator capacity and brings more corn to port than any other. This company has three elevators with a capacity of 1,850,000 bushels. River frontage has been secured and arrangements made to double their storage room before another crop is ready to be marketed. Mr. John C. Fears, superintendent of the Central Elevator and Warehouse Company, estimates that the receipts of this road for December, January and February will overrun those of last year by fully 7,000,000 bushels. This is certainly a wonderful showing, and gives the eastern roads just cause for alarm. Not only is the Illinois Central going to double its elevator capacity at this port, but so also is the Texas Pacific. Mr. Edward Gould was in the city at the same time the writer was there and gave out the information.

Such a steady growth and increase in traffic as that shown above can only be accomplished by the roads preparing for the business and by the market maintaining a high standard of fair and honest weights and grades. Both the elevator man who sells to this market and the buyer on the other side of the ocean are alike interested in the standard of weight and grade being maintained beyond question. There has been less complaint from shippers to this market during the past season than any other since New Orleans has been exporting grain. This statement is made not only with reference to business which we have handled, but after consultation with other leading firms who buy for and sell from this market. Then, too, as a further proof of this statement, New Orleans No. 2 Hard Wheat is bringing a premium of from one to two cents per bushel from European buyers; furthermore, the foreigners are becoming content to accept New Orleans terms on both corn and oats—facts which speak for themselves. This port will lead all others in her exports of grain next year, if, indeed, she will not have done so this season.

Tacoma has another "record," having loaded 200,667 bushels of wheat on the Alsterdamm, being the largest cargo of wheat ever loaded into a sailing vessel on the Pacific Coast.

**KANSAS CROPS, CONDENSED.**

Can't beat

The glorious crop of Kansas wheat,  
Cut an' stacked an' in the bin,  
"Dollar wheat" w'en fall comes in!  
You hear me, Pete!

Can't estimate

The amount of corn in our state.  
It waves an' tosses in the field,  
An' promises sech mighty yield,  
Thet ev'ry crib will bust or crack,  
An' much of it we'll have to stack.  
It's great!

Can't approximate,

To any extent, about the flax,  
Fer there's tons in ricks an' an tons in sacks,  
An' some uncut; but the farmers' backs  
Will shine in broadcloth—they is fac's.  
I calculate.

An' oats—why, yes;

I reckon we got a passie or two  
Fer home consumption an' some fer you.  
In fac', my boy, I ruther guess  
Thet the oats crop's been a plum success.  
Late rains has given it mighty starts.  
It'll swell the tide to'ard foreign parts.  
Laws bless!

An' hay, Rube?

Why, say! old man, out to'ards the west,  
Thet stacks are tall's a mounting's crest!  
Alfalfa, clover, timothy grass,  
Nod in the fields as the trav'lers pass,  
So high an' thick the heads are tossed,  
There's guideposts so's you won't get lost.  
By Jube!

'Bout livestock? Say!

There's hogs an' cattle, hosses an' asses  
Enough in Kansas to eat the grasses  
Clean as a pin from the state of Texas  
An' the rest besides. Thet's what perplexes  
Us Kansas folks. It's overproduction  
As thick as smoke that's raisin' a ruction.  
First, crops; then brutes; now, the population  
Of Kansas is swellin' like all creation.  
Jest seems like "seven years of plenty"  
Had stretched itself from seven to twenty.  
An' then condensed all into one,  
An' lit in Kansas, just for fun.

Hoo-ray!

—T. S. Slaughter Jr., in Kansas City Star.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**TERMINAL WEIGHTS VERY SATISFACTORY.**

*Editor American Elevator and Grain Trade:*—We have no complaints to make regarding weights at terminals. They have been in the main very satisfactory.

Yours truly, G. S. CONNARD & CO.  
Elwin, Ill.

**RAILROADS SHOULD GIVE HOME WEIGHTS**

*Editor American Elevator and Grain Trade:*—Our terminal weights are better but none too good yet. Keep up the agitation until the railroad company will give bill of lading for grain we put into car or weigh it at home for us.

Yours truly, BROWN & CO.  
Lovington, Ill.

**NO SHORT WEIGHTS.**

*Editor American Elevator and Grain Trade:*—We have never been troubled by short weights at terminals. We have always been very careful to get good, clean cars, and have only shipped to firms with whom we are acquainted.

We have heard complaints from other shippers who ship to the same firms we do, but we think they were in regard to grade and not to weight.

Yours truly, W. G. AUSTIN.  
Effingham, Ill.

**A CORRECTION.**

*Editor American Elevator and Grain Trade:*—We received your journal to-day, which we must say is well worth the money. I notice on page 386 that you state the Hoff Bros. of the firm of Robinson & Hoff Bros. have sold their two-thirds interest in this Cavalier Elevator to a large farmer by the name of M. Plant.

This is incorrect, as in the first place their interest is only one-half, I owning the other half. In the second place they have not sold nor do they contemplate selling their interest in this elevator.

The sale which Hoff Bros. made to M. A. Plant

of Olga P. O., N. D., was all their land, consisting of 9 quarter sections, for \$28,000, a herd of blooded stock, half interest in thrashing machine, implements, horses, etc., for \$7,000.

Yours very respectfully,

ROBINSON &amp; HOFF BROS.

Cavalier, N. D.

A. A. Robinson, Mgr.

**WANT EQUIPMENT FOR ELEVATOR.**

*Editor American Elevator and Grain Trade:*—We are going to build an elevator this summer and will need a cleaner and oat clipper. Also elevator cnps, belting, shafting and pulleys. Will those having such goods for sale please send us a catalog and prices and oblige,

Yours truly, LEACH BROS. &amp; BURT.

Capac, Mich.

**GOOD WEIGHTS EXCEPT AT TOLEDO.**

*Editor American Elevator and Grain Trade:*—Toledo, Ohio, is the only point where I have suffered short weights of from 5 to 10 bushels to the car. Cleveland, Buffalo, Baltimore and Virginia points are all satisfactory, the average loss being less than one bushel to the car.

Very truly yours,

JOHN BRUNGARD.

Ridgeway, Ohio.

**PURCHASED ANOTHER ELEVATOR.**

*Editor American Elevator and Grain Trade:*—We have purchased the Smith & Evans elevator at Normal, Ill., and will remodel the property for the purpose of manufacturing feed and fine meal. Will still continue grain shipping from that point. Mr. R. Wolff will be local manager.

Yours truly,

THE HASENWINKLE GRAIN CO.

Hudson, Ill.

**CHICAGO STILL AHEAD.**

*Editor American Elevator and Grain Trade:*—We notice that elevator "A" at Galveston recently delivered to the steamer Stiklestad 103,700 bushels of wheat in four hours. Richardson & Co. delivered from Santa Fe Elevator to the steamer Arthur Orr, on September 17, 120,000 bushels wheat in two hours. Come again!

Yours truly,

A. L. PARKER,

Superintendent Santa Fe Elevator.

Chicago.

**A SOURCE OF DISSATISFACTION.**

*Editor American Elevator and Grain Trade:*—We know of some farmers in our vicinity who are getting bids on grain. We also have track buyers, which has been one of the worst evils in our market for years. It should be stopped, as it makes dissatisfaction among the farmers, which makes it very unpleasant to do business.

Yours truly, F. O. DIVER &amp; CO.

Middletown, Ohio.

**LESS COMPLAINT.**

*Editor American Elevator and Grain Trade:*—In regard to short weights at terminals would say that our trade is very largely in the West, where our own weights govern. We have not shipped any grain to speak of to the East or South on the present crop, hence cannot speak on this subject from our own experience. We might say, however, that we hear much less complaint of short terminal weights than heretofore.

Very truly yours,

JAMES BELL &amp; SON.

David City, Neb.

**A BAD CASE OF SHORTAGE.**

*Editor American Elevator and Grain Trade:*—The evil of short weights at terminals has been much lessened during the past few months and our weights have been generally satisfactory.

During last June we shipped a large number of cars of corn which were unloaded at South Chicago. The shortage on them was fearful, averaging over 15 bushels to the car. Cars were in good order and well coopered.

We made a vigorous protest and in answer received, through our consignees, a voluminous correspondence with declarations from deputy weighmasters testifying to the accuracy of weights. No blame could be attached to anyone from these re-

ports. After our protest, however, shortages on subsequent shipments were very much reduced.

Our weights at other points have been generally very good during the past year.

Yours very truly, BARNARD BROS.

Sloan, Iowa.

**KEEP UP THE AGITATION.**

*Editor American Elevator and Grain Trade:*—From our experience with short weights at terminals we will say that we have reason to believe a great reform in this line has taken place during the last few years.

By keeping up the agitation we believe the trouble will be thoroughly eliminated.

Yours truly, O. P. BEALE &amp; CO.

Tama, Iowa.

**AN ILLINOIS DEALER SELLS OUT.**

*Editor American Elevator and Grain Trade:*—The other elevator at this place has recently changed hands. Mr. S. M. Postlewait having sold the entire plant to W. I. Baird of this place. The transfer occurred on March 1.

Mr. Postlewait has nothing definite in sight, but expects to look up another location right away.

Yours truly,

PORTERFIELD &amp; BARTON.

Jamaica, Ill.

**CONTINUAL SHORTAGE ON CORN.**

*Editor American Elevator and Grain Trade:*—Our return weights run 5 to 15 bushels short per car. We cannot account for it. Out of 120 cars of corn this new crop, we have only heard of one overrunning and that was for 2 and a fraction bushels. The balance ran from 5 to 15 bushels short. We exercise the greatest possible care in weighing, etc.

Our Mr. H. J. Caldwell is now fishing in Florida.

Respectfully yours,

CALDWELL, BARR &amp; CO.

Earl Park, Ind.

**WORK FOR ASSOCIATIONS.**

*Editor American Elevator and Grain Trade:*—I can see but very little if any improvement in terminal weights. With some houses that have been notoriously short I have quit trying to do business.

I think if the several state associations, in connection with the national, would take this matter up in a vigorous way and present a solid front this practice could be stopped.

I trust your efforts in this matter may lead to some good.

Yours truly,

C. C. BUCK.

Garwin, Iowa.

**MOVEMENT OF CORN IN ILLINOIS.**

*Editor American Elevator and Grain Trade:*—We find that there is some corn sold on the bulges of the market. Very little offered, however, on the declines. Cash prices will be maintained and holders always ready to ask better figures.

The amount remaining in the farmers' hands, as reported by the dealers in the central part of the state, varies from one-third to one-fourth. The movement was certainly earlier last fall than usual and has been fully as large, if not larger, during the season than heretofore.

Yours respectfully,

C. A. BURKS &amp; CO.

Decatur, Ill.

**IMPROVEMENT DUE TO ORGANIZATION.**

*Editor American Elevator and Grain Trade:*—We find a general improvement in weights at the terminals the past two years. Some three years ago there used to be a great deal of complaint; in fact, I had the same experience as others regarding the Kansas City weights. The same was in a manner true of other terminals. We find that greatly improved conditions exist at all terminals now and we have been getting very satisfactory weights and inspections the past two years.

We feel that this improvement is in a large measure due to the efforts of the different grain dealers' associations, and we believe that with the organizations we have now in the different states this trouble at the terminals is over. I believe that every grain dealer should take an interest in his association, and by all working to-

gether there is no doubt that the associations could do much good in the way of settling controversies of this kind.

Yours very truly, WM. BURKE.  
Friend, Neb.

#### SHIPPERS ARE NOT BLAMELESS.

*Editor American Elevator and Grain Trade:*—I think weights at terminals have been better since the agitation of the shortage question.

I am of the opinion that a great deal of the trouble in the past has been to some extent with the shipper. A great many of them load their cars by guess and do not know exactly what is in them. Then they raise a "howl" if it does not turn out according to their estimate, but if it overruns their estimate they never mention it. We have a hopper scale and know to a pound just what is in a car.

Very respectfully, W. B. BANNING.  
Union, Neb.

#### SOME RECENT SHORTAGES.

*Editor American Elevator and Grain Trade:*—No doubt there has been an improvement in the weights at terminal points, but I think there is yet room for improvement.

I find weights very unsatisfactory at some terminals. I had shortages this last month running from 300 up to 550 pounds to the car, and cars reported in good order. I have one of the best scales that can be bought and it will weigh 60,000 pounds to the draft. As to the cause, I am not able to state. Shortages can come about in so many different ways.

Yours truly, O. C. BENSON.  
Fairmont, Ill.

#### SOME CAUSES OF SHORTAGES.

*Editor American Elevator and Grain Trade:*—Yes, we think there has been some improvement in terminal weights.

There are so many causes for shortages that it is often hard to locate the real cause in any particular case. Here are a few which we know are too often the fault of the shipper: The loading of so many insecure cars. The recklessness of railroad employes handling loaded cars. The thieves that infest all terminal points where there is no proper police protection. The neglect of train crews while cars are in their charge. Last, but not least, is the neglect of weighmasters in not giving proper attention to their scales. This will apply to shipper and receiver alike.

To overcome these causes we must all pull together and find the true source of our troubles. Select the best receivers and become acquainted with their methods of handling our shipments. First see that your scales are correct and then make the receiver report on every car. See that they are properly emptied of grain and then, if there are no leaks and both scales are accurate, your shortage will be very small.

Your subscriber, C. A. BISSELL.  
Antwerp, Ohio.

#### IMPROVED CONDITIONS IN THE TRADE.

*Editor American Elevator and Grain Trade:*—We believe that the conditions surrounding the grain trade are steadily improving. We have found that our losses by short weights at terminals have been very much less the last two years than formerly. We attribute this to several causes. It is our settled policy to ship to responsible parties only.

We instruct commission houses to whom we ship to place our grain with people whose record is good and whose honesty is unquestioned. We prefer to do this rather than to have them hunt for the top price regardless of safe weights.

We consider the coöperation of cars a very important matter and will not retain a man in our employ who is careless in that work. The railroads have aided in this matter. They are trying to keep box cars in better repair and their efforts are appreciated by shippers.

The work of the grain dealers' associations by means of check bureaus and a general agitation of the question of short weights have gone far toward the correction of this evil.

We believe this short weight evil will be re-

duced to a minimum shortly and that it will be done by the harmonious efforts of the trade in all its branches.

Very truly yours, BROWN & DUEY.  
Chester, Neb.

#### GALVESTON WEIGHTS ALL RIGHT.

*Editor American Elevator and Grain Trade:*—The only terminal elevators we have to deal with are those at Galveston, and our experience with the weights there has been perfectly satisfactory. Of course, we have shortages occasionally, but we don't know of a case where we have had any ground for suspicion that the trouble was with the elevators. Errors in shippers' weights, badly coöpered grain doors and leaky cars are, in our opinion, responsible for such shortages as are reported. So far as we are concerned, we have no fault to find with Galveston weights.

Yours truly, W. O. BRACKETT & CO.  
Sherman, Tex.

#### GUARDING AGAINST SHORTAGES.

*Editor American Elevator and Grain Trade:*—Since the completion of our elevator we have begun weighing grain in large hopper scales and loading direct to cars, and we find a very satisfactory decrease in the discrepancies between our weights and those at destination.

While our former method was somewhat crude, we are not willing to admit that all differences in weights originated with the shipper. We inspect and coöper our cars very carefully and tack the following notice on each grain door:

#### CAUTION.

This car, No. .... contains ..... pounds of ..... (Hopper scale weights). Before unloading, examine car carefully, and if there is any leakage, call railroad's attention to it and have same fully noted on freight bill. Also notify us.

Failure to comply with above instructions in case of shortage would, in a measure, place the responsibility with the receiver, as he could not claim bad coöperation or defective cars, but must place the shortage either with shipper or receiver.

The plan has had a salutary effect, as no report of defective coöperation has been received, and shortages are insignificant. Eternal vigilance is the price of many things besides liberty. Constant watchfulness is necessary if satisfactory terminal weights are secured and maintained.

Yours truly, W. E. WERKHEISER.  
Temple, Texas.

#### LOSSES DUE TO THEFT.

*Editor American Elevator and Grain Trade:*—In regard to short weights at terminals will say that I had a flour and feed store in Chicago about 1878 to 1880. I had to go out of the business on account of boys stealing grain or getting it from the man doing transferring, and I think it is so to-day.

Sometimes the thieves bore holes in the cars and after holding bags to them plug them up again. I told the railroad people that they were ruining me. They had a few boys arrested, also a man that bought of them, but later the thieving commenced again.

Since I came out here I learned that a very good citizen on the South Side bought of the boys and I think it cost him quite a sum to keep from going over the road. Another dealer who is quite well-to-do is doing that kind of business, although he has been arrested several times.

I used to work in the Empire Mills, corner Sixteenth Street and Wentworth Avenue, and transferred feed and oatmeal which the firm made at Marseilles. I know how the railroad employes handle goods and what they think of them. I had a tenant in Chicago who was a railroad man. He had a coop full of chickens, which he took out of crates. One time he asked me if I would not like some wire netting for my windows, and he showed me a roll of wire wider than I had ever seen before. I told him his time was up and I wanted the rooms myself. He had a family and so I did not want to make any trouble for him, but I told him he should take the goods back where he got them. He said the other employes did the same thing.

You can walk along the tracks and see corn, wheat and seeds lying on the roadbed. The linings of cars sometimes leak. I think the country elevator people generally do the right thing, but sometimes a mistake may occur.

Yours respectfully, J. F. BEYERLEIN.  
Mokenca, Ill.

#### NO CHANGE IN MANAGEMENT OF ROSENBAUM BROTHERS.

*Editor American Elevator and Grain Trade:*—Answering your favor of the 8th inst., in which you request an accurate report of recent changes in our corporation, for publication in your valuable paper, we beg to state that Rosenbaum Brothers is an incorporated company.

Some of the stockholders sold their stock recently to M. Rosenbaum. There is no change in the management of this corporation; the capital remains the same and M. Rosenbaum is its president, and E. L. Glaser, secretary and treasurer.

Yours truly, ROSENBAUM BROTHERS,  
Per M. Rosenbaum, President.  
Chicago, March 12.

#### LABORING FOR REFORMS AT ST. LOUIS.

*Editor American Elevator and Grain Trade:*—There was a very important meeting of the representatives of the different state associations at St. Louis on February 26 and 27.

The occasion for this meeting was the general cry which had been raised about short weights at St. Louis from all the western states. As no satisfactory reason had been given for such weights, a meeting of the presidents and secretaries of all the western grain dealers' associations was called to investigate the matter.

The causes were found to be many, such as leaving corn in the cars to be swept out. Cases were found where persons were paying for the privilege of sweeping out cars. It was also found that a large number of the cars were unloaded into wagons and weighed by the wagonload and that there were many opportunities offered for stealing grain out of the cars. In fact, there were quite a number of ways by which grain disappeared so that the shipper failed to get the full benefit of it.

However, there was no intended wrong on the part of commission men or buyers. It only seemed to be this, that St. Louis has the most ancient way of handling grain, and it is handled so that the city can make a revenue out of it. The evils, such as they are, are not to be laid to the members of the Merchants' Exchange for they are as fine and honorable a lot of men as can be found in any city. They have been working hard to remedy these evils, but the cheap politicians of St. Louis have been too much for them. We met a part of the city government and they promised reform. We also met the representatives of all the railroads and they seemed willing and anxious to improve their yards and to do what else they could to make things better.

Let me repeat that too much praise cannot be bestowed upon the members of the Exchange. They were quite as anxious as we were to bring about any reform and they did all they could to make our stay in St. Louis pleasant.

An ordinance has been passed by the lower house of the city government which would make a great change in the matter of weighing. It was shelved by a committee in the upper house, but will now be resurrected and passed.

There has always been a charge of \$1 per car for weighing which was paid by the shipper. The receivers abolished this charge while we were there.

The action taken by the St. Louis Merchants' Exchange and by the visiting representatives cannot but be the means of great good to the business of St. Louis.

Yours truly, H. C. MOWRY.  
Forsyth, Ill.

Up to February 20 only three ships of the grain fleet had unloaded grain at Buffalo elevators. These three carried 137,000 bushels of wheat and 362,692 bushels of flaxseed. There is still 1,432,094 bushels of wheat afloat there, in nine vessels, and one cargo of 161,893 bushels of oats.

## THE BUFFALO ELEVATOR POOL INQUIRY.

The Interstate Commerce Commission in February last made an inquiry at Buffalo into the status of the elevator pool at that port. Judson C. Clement of Georgia, Charles A. Prouty of Vermont and James D. Youmans of Iowa, members of the Commission, were present, with W. A. Day of Washington as the Commission's counsel.

The first witness was Philo G. Cook, secretary and treasurer of the Western Elevating Association. He said that the Association had last season a contract with all the trunk lines of railroad at Buffalo; and that under this contract, which is renewed from year to year, the Association received one-half a cent per bushel on all grain handled at Buffalo, whether it went through the elevators or not. This was the full charge for elevating the grain, giving the grain ten days' storage and loading it into cars. The agreement fixes the percentage to be paid to the individual elevators, all of which are members of the Association save only the canal house of Kellogg & Co. The Association received from the railroads the one-half cent mentioned in the agreement from the Kellogg elevator, however.

There are twenty-one or twenty-two elevators in the pool—more than when the pool was first organized, but there are fewer elevators in operation than then. Last year the Association handled about 148,000,000 bushels of grain, at a cost of about three-eighths of a cent per bushel. When asked by Commissioner Prouty why the Association handled canal traffic through its houses for nothing, Mr. Cook laughed and replied: "To nurse canal traffic." Mr. Cook also admitted that if the pool were disrupted, the elevating charge would decline to nothing "in no time."

Elevators on the canal were declared by Mr. Cook not to be good property. The railroad makes this contract to pay the Association one-half a cent per bushel because the Association "furnishes them the facilities of the port."

Spencer Kellogg also was called. He disclaimed any responsibility for the present inquiry, and was corroborated by the Commission; and then was excused from testifying touching matters involved in his suit against the railroad companies for discrimination. Mr. Kellogg, however, said that the rail rate on wheat imposed on him for grain to New York was three and one-half cents per 100 pounds, as against three cents to other houses; corn and other grains in proportion. The difference is prohibitive.

Eastern millers also testified that western millers are given unlimited free storage at Buffalo and get their flour through from Buffalo to tidewater at five cents a barrel less than Buffalo and other eastern millers are obliged to pay.

## CORN AT NORTHWESTERN TERMINALS.

Receipts of corn at Minneapolis and at the Head of the Lakes have been heavier this fall than ever before. At Minneapolis the receipts to March 1 were fully twice as great as a year ago, while the first grain unloaded into the new Great Northern Elevator at West Superior was 2,000,000 bushels of corn.

These terminals have now regular trading in corn in both cash business and futures. A year ago it was a difficult matter to make a trade in futures, at either Minneapolis or Duluth, except at liberal concessions in prices, and few sales of any consequence were made to arrive. Now, there is a regular trade in May corn all the time during the sessions of the exchanges of those cities and large sales to arrive are a daily occurrence.

There is a question of the permanency of these markets as corn terminals, but appearances indicate that the country from which their permanent stocks of corn must come, to wit, Northern Iowa, Minnesota and the Dakotas, are working into the regular cultivation of this cereal, the corn acreage in the states named having increased steadily during the past six years. The stock interests are responsible

for some of this increase, but changing climatic conditions and the diversification of crops now required by agriculture in these states promise a permanent business for marketing the surplus over local requirements.

## ROBERT SHARPE.

Robert Sharpe, whose photo appears herewith, was recently appointed official grain inspector for the port of Portland, Me., by the Board of Trade of that city. The committee appointed to select an inspector may well feel proud of their choice, for Mr. Sharpe has a wide reputation of being a "sharp" grain inspector.

Mr. Sharpe was born in Rawdon, Province of Quebec, County of Montcalm, and spent the early part of his life (while not at school) on his father's farm. He went to Montreal at the age of twenty-one, and was shortly afterward employed by Messrs. Crane & Baird, one of the oldest and best known firms in the city of Montreal, and has been their superintendent and private inspector ever since they started in the export grain trade up to the present time. He has also superintended grain shipments for the well-known firm of James Caruthers & Co., ever since they started in business.



ROBERT SHARPE.

He has been through all the elevators between Montreal and Kingston, that is to say, those at Coteau, Prescott, Ogdensburg and Kingston, as well as Quebec. Whenever cargoes of heated or damaged grain arrived at these ports, he was sent to look after them, and was always complimented on the way he handled such cargoes. He has also been as far west in Ontario as Port Arthur and Fort William in connection with grain shipments from those ports. When navigation has closed in Montreal, which is always about November 25th, he has been sent to Portland and Boston, as well as to St. John, New Brunswick, but he has always made Portland his headquarters. Of late years, he has superintended shipments for the principal firms of Montreal and Toronto, and also for several of the leading shipping firms of Chicago, New York and Duluth.

In Montreal, Mr. Sharpe has the reputation of being one of the best judges of Canadian and American grain in that city. During the last season, in Montreal, from the 1st of May to 25th of November he superintended the loading of over 6,000,000 bushels into ocean steamers. There were no complaints made about the grain when it arrived on the other side, which speaks well for the superintendent.

It is understood that Mr. Sharpe will in the future make his headquarters in Portland during the summer, as well as the winter, and with the assistance of the Board of Trade of that city and the co-operation of the grain shippers, he will certainly do everything to make Portland one of the best of the Atlantic ports; and with her excellent harbor and her intended improvements in the way of elevators and freight sheds now under construction by

the Grand Trunk Railway, there is no reason why Portland should not become a great exporting port, not only in winter, but also in summer.

[For the "American Elevator and Grain Trade."]

## RIGHT TO RECOVER AFTER PAYMENT OF DRAFT FOR FAILURE IN QUALITY OF WHEAT.

BY J. L. ROSENBERGER, MEMBER OF THE CHICAGO BAR.

A contract was made by telegraph between a Kentucky and a Chicago firm for the sale by the former to the latter, at an agreed price f. o. b. Chicago, of a certain amount of No. 2 Red Wheat. The wheat was shipped, to be delivered to the consignors. Then, in the meantime, the Kentucky parties drew a draft on the Chicago firm for the price of the wheat and forwarded it through their banker to Chicago, with directions to deliver the bill of lading to that firm on the payment of the draft. The draft was paid and the bill of lading delivered.

But when the wheat arrived in Chicago, an inspection of it, according to the allegations of the Chicago firm, showed that it was not No. 2 Red Wheat, but a cheaper grade. Thereupon the Chicago firm sued the consignors to recover the difference between the value of No. 2 Red Wheat and the kind that was delivered by them. The lower court sustained a demurrer to the petition, presumably, from argument of counsel for the consignors, because it was of the opinion that there was no warranty; that it was essential there should have been one to entitle the Chicago firm to recover; that, as the latter had received the wheat in compliance with the contract made by the consignors, they waived any defects in the wheat, and could not recover damages by reason of its inferior quality.

The judgment of that court, in favor of the consignors, is, however, reversed by the Court of Appeals of Kentucky (Munford against Kevil, 58 Southwestern Reporter, 703). To begin with, it says it is true that the rule in Kentucky is that where there is a contract to deliver goods or chattels of a particular description or quality at a future day, and the seller tenders goods not of the agreed description or quality in discharge of the contract, and the buyer after inspecting them or after having had a fair opportunity to do so, receives them in discharge of the contract, he cannot thereafter maintain an action against the seller to recover damages for the defects in the description or quality.

Then the court goes on to say that in this case the contract of sale was by description, and the description, from the nature of the transaction, must be obligatory upon the party making it and entered into the contract as an essential term of the sale. But under the original contract the wheat was to be delivered f. o. b. Chicago, and the title thereto would have remained in the consignors until it reached its destination. When, however, they drew on the Chicago firm and forwarded the bill of lading, they in effect proposed to change the contract as to the place of delivery of the wheat, and the payment of the draft and the delivery of the bill of lading was an acceptance of the proposition. This change, the court holds, was made with all the consequences which the law imposed on the parties by the contract as changed. The Chicago firm did not have an opportunity to inspect the wheat until it reached Chicago, and, the court holds, it could not be held that the firm accepted it in discharge of the contract. Consequently, if the wheat was not of the description and quality represented, then they were entitled to recover such damages as they sustained by reason thereof. But the moment that the draft was paid and bill of lading delivered, the title to the wheat, it holds, at that moment vested in the Chicago firm.

Julius Lippitt, grain dealer at Colfax, Wash., in February shipped from Diamond, Wash., 6,000 bushels of Washington grown Sonora wheat to Chicago. It weighed 65 pounds to the bushel and was very hard. It is part of a lot of 20,000 bushels to be used in making cereal foods.

**B. AND O. TRANSFER ELEVATOR.**

This latest addition to Chicago's elevators is situated at Eighty-eighth street and the Baltimore and Ohio Railroad, South Chicago. It is a model plant in all respects and was designed and erected by the Barnett & Record Company of Minneapolis. It is a substantial iron-clad building, with gravel roof, and covers an area of 19,040 square feet. The height is 172 feet 6 inches from grade to top of cupola, which is four stories high above the bin floor. It contains 155 cribbed bins, built of 2x4's, 2x6's and 2x8's spiked, the size of bins averaging from 3½x3½ feet to 14x14 feet, giving a capacity of 500,000 bushels. The bins rest on heavy wood posts above a high

coal rooms. The engine and boiler sections are 40x50 feet each in size, and the coal house 20x40 feet. The power equipment comprises four Wicks' Patent Tubular Boilers, one Vilter Manufacturing Company's Double Cross Compound Engine of 300-horsepower capacity; one Blake Steam Fire Pump, size 18x10x12 inches, with twelve-inch suction and eight-inch discharge, giving a capacity of 1,000 gallons per minute; one Western Electric Incandescent Dynamo furnishing 250 lights, operated by an engine of 20 horsepower; two feed pumps supply the water for the boilers, and one water heater and a dust collector on the roof complete the power equipment. The smokestack is of brick and is built on the outside, and it is 170 feet high. The oil room is of brick,

Company's watch service on seven stations. There are two outside iron fire escapes.

This plant is undoubtedly one of the finest of its class in the city. No pains nor money have been spared in its construction and equipment; its splendid railroad facilities and yard room place it at once on a par with the best of transfer houses in the country. The Baltimore and Ohio Railroad Company are the owners and operators, and Fred Wright is the superintendent.

**OTHER DEALERS' MEETINGS.**

The Southeastern Iowa Grain Dealers' Association held a regular meeting at the National Hotel, Peoria, on the evening of February 19. The attendance was twenty-five, only about half the expected number. This was owing to the unsettled condition caused by dearth of cars and the fact that considerable grain is coming in and the members were too busy to leave home. The session was devoted to a general consultation. Most of the dealers remained for the 20th, when they visited their consignees and the Board of Trade.

The grain dealers adjacent to Muscatine, Iowa, met at that city on February 15 to consider the feasibility of taking steps to prevent "the many little impositions that are being practiced upon them." There has been some trouble about "freight rates and terminal difficulties," etc., which it was deemed advisable to take action against. Those attending were: M. C. Ott, Wilton; H. W. Behrens, Walcott; Theo. Lendt, Durant; Geo. W. Wells, Des Moines; John Stockdale, Walcott; G. W. Black, Atalissa; E. A. Evans, West Liberty; E. T. Scott, Wellman; N. Leach, Cone; W. R. Narnell, Wellman; W. H. Scott, Rock Island.

The Northwestern Ohio Grain Dealers' Association holds weekly meetings at Toledo on Wednesdays. At these meetings friendly relations between



THE NEW BALTIMORE AND OHIO RAILROAD TRANSFER ELEVATOR AT SOUTH CHICAGO.

ground floor, with stone basement piers and stone foundation walls.

The cupola is four stories high, and runs the entire length of building. The stairs, passenger elevator and rope drive are in a brick tower, erected on the outside of the building with openings to the elevator on each floor, these openings being protected with automatic standard iron doors. All bearings on shafting are equipped with the chain oil feeding system.

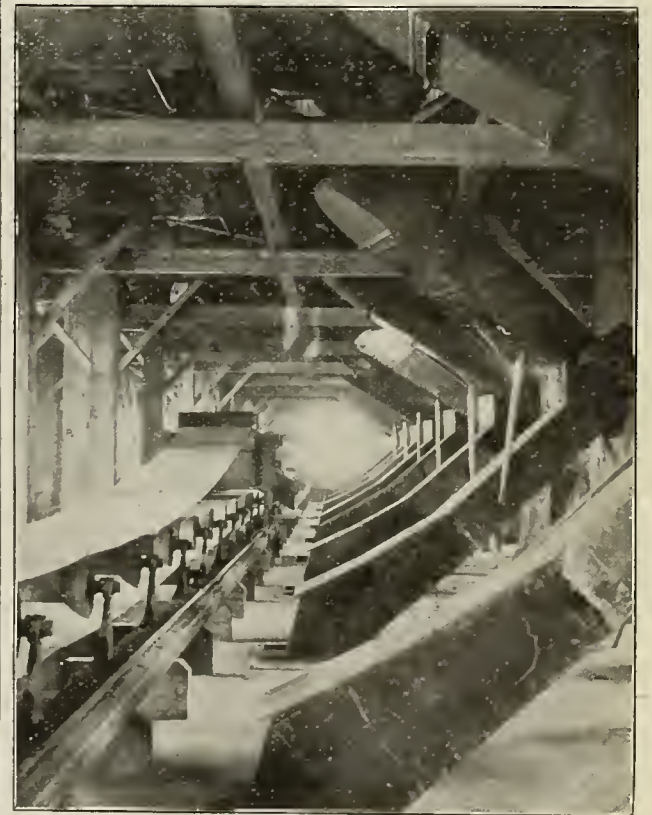
Three railroad tracks run into the building and the unloading capacity is 150 cars daily. All the cleaning machines are located on the first floor, and the equipment comprises six No. 9 Monitor Oat Clippers and four No. 9 Monitor Separators, each with a capacity of 1,500 bushels. There are twelve elevator legs with iron boots and tanks and two screenings legs; two car pullers, eight power shovels, one belt conveyor 320 feet in length and 40 inches wide, two screw conveyors, eleven Cyclone Dust Collectors and two Sturtevant Fans, eleven hoppers scales, and twelve garners. All shafting is adjustable, and oil drip cups are placed under all bearings.

The boiler and engine house is detached from the main plant, and located thirty-four feet north of it. This building is a substantial brick structure of fireproof construction, divided into boiler, engine and

and is a one-story addition to the engine room. At the present time a brick and tile fireproof steam condensing house is being built in the space between the main plant and power house.

A complete floor sweeper system has been installed, and the dust from machines and sweepers is utilized in the boiler room for fuel.

For protection against fire this plant's facilities are unsurpassed. In addition to the city hydrants and fire alarm boxes in close proximity to the plant, there is a private equipment which is one of the finest in the city. On the first floor there are six standpipes with 50 feet of two-inch hose connected to each. There are also three on the bin floor, five on the belt floor, five on the scales floor and three on the cupola floor, or 1,200 feet of hose in all, with a five-inch riser in the stair tower that connects with all floors. There are also twelve Miller Chemical Fire Extinguishers, thirty barrels of brined water and sixty fire pails, two fire axes on each floor, and the usual complement of waste cans. All windows are to be screened with the regulation one-half-inch wire mesh. A roadway is being constructed from the street across the railroad tracks to make the plant accessible to the fire department. The city water has recently been connected. A night watchman reports to the Chicago Telephone



BELT CONVEYOR IN B. & O. TRANSFER ELEVATOR.

dealers are promoted, and the social side is not forgotten.

There is some talk among the members of incorporating the Association under the state laws.

The farmers of the Indian Territory are planting oats in many sections in place of cotton.

Mr. Barker, a Minnesota statesman, believes that grain stored in fireproof steel elevators should be exempt from the provision of the law requiring that all property upon which banks make loans shall be insured to the full amount of the loan. He has, therefore, proposed a law providing that money may be loaned on warehouse receipts for grain stored in elevators which the railroad and warehouse commission has pronounced fireproof without the insurance requirement.

## KANSAS GRAIN DEALERS.

The fourth annual meeting of the Kansas Grain Dealers' Association was held at Topeka on March 12 and 13. Among those present were: D. Hunter, Hamburg, Iowa; H. A. Carleton, Cawker City; A. T. Rodgers, Beloit, Kan.; William Schrenkler, Walker; H. Work, Ellsworth; L. Noel, Glasco; A. D. Blanchard, Bennington; A. J. Foster, Verdi; H. W. Kueker, Niles; M. G. Patterson, Clay Center; D. N. Thompson and Fred Silver, Morganville; Thos. Byrnes, St. Mary; M. L. Marshall, Asherville; A. H. Bennett, E. M. Jolly and John Norton, Topeka; M. Worthly, Wetmore; A. J. Denton, Leavenworth; L. M. James, Hilton; J. E. Donaldson, Victoria; L. H. Hammett, Schroyer; C. E. Sheldon, Powhattan; C. N. Lane, Cuba; R. W. Cornellison, Reserve; O. Ayers, Gardner; E. K. Neveling, Wichita; P. A. Lucas, Kansas City; H. J. Merrill, Furley; M. H. Roller, Circleville; R. M. Stewart, Reserve; J. P. Thomas, Athol; T. A. Andrews, Rossville; J. W. Thomas, Home; Robert Bailey, Raymond; George Greenough, Wilson; J. N. Heater, with S. Howes Co. of Silver Creek, N. Y.; A. E. McKenzie, Kansas City; O. A. Higgins, Stockton; J. T. Hollingshead, Morrill; W. S. Washer, Atchison; L. Cortelyou, Muscotah; W. E. Murray, Frederick; J. B. Flynn, Topeka; J. H. McSherry, Abbyville; R. M. Stuart, Reserve; G. N. Consley, Kansas City; W. H. Kerns, St. Louis; J. H. Luder and A. Aitken, St. John.

Before proceeding to the regular program the following committees were appointed by the president:

On Resolutions.—H. Work, Ellsworth; A. T. Rodgers, Beloit; E. K. Neveling, Wichita.

On Auditing Accounts.—O. A. Higgins, Stockton; A. Aitken, St. John; L. H. James, Holton.

President L. Cortelyou in his annual address spoke of the steady growth which the Association had made last year, both in numbers and influence. It has grown to be a benefit not only to members, but to the great grain-producing class of the state of Kansas. Grain can be, and is, handled on less margin when shippers are able to reduce shortages to a minimum and eliminate from the trade the evils that existed in the past which made it necessary for the grain dealer to figure on an extra margin to cover possible losses therefrom.

The president also advised a revision of the constitution, so that it would not be in conflict with the anti-trust laws of the state. He believed that only so much of a constitution and by-laws was necessary as would outline the Association's principles and make the fewest rules possible for its government. "The best constitution that we could have," he said, "is our honest intention to do right in all our dealings with our customers, our competitors and ourselves."

The address took up, also, the question of the advisability of affiliating with the National Grain Dealers' Association. A good word was spoken of the good work done by Supervisor Consley of the check-weight bureau.

A discussion was had on the topic, "What Is a Legitimate Margin on Grain? One just to your investment and to the producer." It was opened by O. A. Higgins, Stockton.

"Shall the Kansas Grain Dealers' Association affiliate with the National Association?" was another discussion, opened by H. Work of Ellsworth.

The report of G. N. Consley, supervisor of the check-weight bureau at Kansas City, Mo., and those of the secretary, both general and financial, and of the treasurer were read, this business finishing the first day's sessions:

The report of Mr. Consley is as follows: Receipts, \$8,095.25; expenses, \$7,954.78; balance cash on hand March 1, 1901, \$140.47.

"My last report showed that 10 per cent of all salaries for January and 15 per cent of all salaries for February, 1900, were unpaid; that we had borrowed from the Board of Trade during the year covered by that report \$311, and that our books showed a deficit of \$2.24 March 1, 1900. We commence this year with a balance of \$140.47 to our credit in the bank; our office and phone rent paid to April 1st; all salaries paid in full to date;

no unpaid bills, and our obligation to the Kansas City Board of Trade reduced from \$311 to \$161.

"About December 1, 1900, receipts having fallen off, we found that it would be impossible to meet the expenses of our department with the amount realized from our fee of 25 cents per car. A meeting was held by the chairman of the check-weight bureau and the directors of the Board of Trade, and it was agreed that we should charge a fee of 35 cents per car instead of 25 cents, the additional 10 cents to be paid by the Kansas City receivers. This increase of 10 cents per car seems to have placed our department on a self-supporting basis.

"Our work during the past year has met with less opposition and has been productive of better results than at any time since the organization of the check-weight bureau. A larger number of adjustments were made through our department than during the previous year, and while we did not collect quite as much money as during last year, irregularities were discovered more quickly and corrected more promptly than before.

"The condition of cars on arrival has greatly improved—partly the result of the railroads furnishing better cars, when possible, and partly on account of the additional care taken by shippers in cooperating their cars. Of the last 5,000 cars checked 653, or 13.6 per cent, were found leaking. This would be a fair average for the year, as against 181.5 per cent for the year ending March 1, 1900, and 252.5 per cent during the first two months of our supervision, as shown by report made January 5, 1899."

In the evening a smoker was given at the council chambers of the Auditorium, which was followed by a banquet tendered by the millers and grain dealers of Topeka at the Throop Hotel.

The session of March 13th was devoted to consideration of a new constitution in line with President Cortelyou's suggestions.

B. A. Lockwood of Des Moines, Iowa, was present and made a strong plea for the Association's affiliation with the Grain Dealers' National Association. A resolution was adopted recommending that the Association become members of the National Association, annual dues thereto not to exceed \$1 per member.

The old officers were reelected as follows: For president, L. Cortelyou, Muscotah; vice-president, O. H. Higgins, Stockton; secretary, E. J. Smiley, Concordia; treasurer, M. H. Roller, Circleville.

A new board of directors was elected as follows: E. K. Neveling, Wichita; A. T. Rodgers, Beloit, and H. Work, Ellsworth.

Further details of this convention which were of interest will appear in the April number of the American Elevator and Grain Trade.

## NEW ELEVATOR AT EAST ST. LOUIS.

An important new terminal elevator of 1,000,000 bushels' capacity is to be erected on the terminal lands of the Southern Railway Company at East St. Louis, to be operated by McReynolds & Co. of Chicago, St. Louis and Kansas City.

The recent acquisition by the Southern Railway Company of the Louisville, Evansville & St. Louis Consolidated and the Mobile & Ohio railroads, and with them valuable East St. Louis terminals, commonly known as the Venice & Carondelet Belt, gives it access to all roads terminating at East St. Louis. The Southern Railway's aggregated mileage is now about 9,000 miles, covering a radius extending from Washington, D. C., on the east, to New Orleans on the south, and the advantage accruing to the elevator company by reason of its alliance with a road of this magnitude, especially as the company has no other terminal elevator at East St. Louis at the present time, can readily be appreciated.

The elevator will be 200x100 feet in size, and built along modern lines. No expense will be spared to make it a rapid and economical house for the handling of grain. The elevator will be located on the bank of the Mississippi River, and will have extra marine facilities for the convenient loading and unloading of river boats. This traffic at this

time gives promise of growing to enormous proportions.

The materials used in the elevator will be principally stone, brick and Southern pine, usually used in similar constructions. The house will have 150 bins, ranging in size from 2,000 to 10,000 bushels each, and will be designed in a manner commonly termed as "overhead" system, so that each bin will empty itself by gravity. It is to have five stands of receiving legs, and five loading legs, each with an elevating capacity of 10,000 bushels per hour. The cupola will contain ten sets of garners and hopper scales of 80,000 pounds' capacity each, so that it will be possible to admit of the weighing of the largest cars at a single draft. The engine and boiler rooms will be detached from the main building and made of fireproof material, with brick smokestack, the construction of which alone will require 155,000 brick. The power will be a strictly up-to-date compound engine of 800 horsepower.

The house will be completed and turned over by the contractors by August 1st next, in time for the new wheat crop movement.

## ILLINOIS VALLEY DEALERS MEET AT STREATOR.

Local conditions were talked over by the members of the Illinois Valley Grain Dealers' Association at a meeting at 8 p. m., in the Plumb House, Streator, February 28. President Kilduff called the meeting to order and on invitation the following applied for membership: J. H. Taggart & Son, Tonica; Milmine, Bodman & Co., Chicago; E. W. Wagner, Chicago; Bartlett, Frazier & Co., Chicago.

After the reading of the minutes of the last meeting by Secretary Dunnaway, members responded to the question of condition of affairs since the last meeting. The chief complaints were the small amounts of grain which came to market during the month.

Some time was spent in settling local grievances among members and the advisability of inviting farmers to attend the next meeting was discussed at length. While many were of the opinion that it would be a good thing to have a number of representative farmers attend the deliberations, yet, as it was felt that the Association was not yet ready to entertain them in proper manner, a motion that they be invited was lost.

The question of allowing dealers, not members of the Association, to attend the sessions was taken up in a general discussion. It seemed to be the majority opinion that dealers who were not members would be benefited by being present and that the Association would lose nothing by having them in attendance.

C. E. Douglass moved that all dealers should be invited to attend all meetings of the Association until such time as they deemed it advisable to join. The motion prevailed.

The meeting adjourned to convene at Streator on the evening of March 28.

The following Chicago commission men were present: Arthur R. Sawers and R. T. Harrington, with The Calumet Grain & Elevator Company; J. W. Radford, with Pope & Eckhardt Company; H. M. Paynter, with Milmine, Bodman & Co.; A. E. Wood, with E. W. Bailey & Co.; G. W. Ehle, with Ware & Leland; G. P. Stockdale, with E. W. Wagner; G. A. White, with Churchill-White Grain Company; F. J. Delaney, with Nash, Wright & Co.; J. M. Hunter, with J. A. Edwards & Co.; H. H. Haines, with Richardson & Co.; E. J. Case, with Bartlett, Frazier & Co.

The following dealers attended: Thos. Hoarty, Munster; J. F. Kilduff, La Salle; C. E. Douglass, Ottawa; Peter Eschbach, Leonore; William Hirsch and A. Reinhart, Spring Valley; Ed Guard, Varna; Geo. C. Dunnaway, Utica; M. J. Dellehanty, Leonore; B. L. Coon, Kankakee; Joe Minter, Tonica; J. H. Taggart, Winona; George Beyer, De Pue; F. M. Shaw, Ladd; W. G. Wilson, Lstant; Robt. Unsicker and Joe Farrell, Peru; F. L. Ream, Lstant; M. G. Hogan, Seneca; H. J. Ruckrigel, Ottawa; F. N. Rood, La Rose; P. M. Maus, Mendota.

The state association was represented by traveling

representative B. F. Walter and the "American Elevator and Grain Trade" by John E. Bacon.

### DETERIORATION OF GRAIN IN OCEAN TRANSIT.

Congress has just set aside the sum of \$10,000 for the use of Department of Agriculture in investigating the causes of deterioration of grain in oceanic transit, and for devising means to overcome the difficulties. A casual and unofficial investigation heretofore has convinced officials of the department that the general cause of trouble is the fact that our export grain contains too much moisture, and that a proper drying before shipment will reduce the trouble and loss to a minimum. The funds available will make an exhaustive investigation possible, and, it is hoped, will lead to precautions in curing the grain and in care in inspection which will relieve some, if not all, of our export stations from the odium now resting upon them. Foreign importers have suffered heavy losses in the past, which are preventable if intelligent care is used.

This fact has been enlarged upon by Hon. Frank H. Hitchcock, chief of the section of foreign markets, in his testimony before the Industrial Commission in June last. This testimony was recently published for the first time in pamphlet form by the Department as Report No. 67, of "Foreign Markets for American Agricultural Products." From this testimony we extract the following as apropos to the appropriation mentioned above:

"In speaking of the damaged condition of the grain that arrived in Europe, I did not mean to imply that it was exported in such condition. My own belief is that a very large part of the damage occurs on the voyage. In other words, I think that in many cases where cargoes are complained of in foreign ports the grain when shipped from the United States was in proper condition.

"Q. (By Mr. Kennedy.) We frequently hear of commission merchants informing shippers of produce that their stuff was received in a damaged condition, and that it is done for the purpose of cheating the farmer, the fact being that the produce more often is in excellent condition when received, but reported in a damaged condition. Is it probable that anything of that practice prevails on the other side in regard to our grains?—A. I have no doubt that there are unscrupulous people abroad, as there are all over the world, who will in some cases make unfair complaints of that kind, but I think as a rule that such cases are rare.

"Q. Is it more difficult to ship shelled corn than it is to ship wheat in bulk?—A. It is more difficult. The corn gets out of condition more readily than the other grains, because its moisture content is greater. It is in the case of corn that most of the complaints have been made. Sometimes, when corn in otherwise perfect condition is loaded here in hot weather, the heat it has absorbed causes the grain to sweat and become moldy before it reaches the other side, and then the purchaser there naturally wonders whether that corn was in good condition when it was shipped. I believe, as I said before, that it is on the voyage that most of the damage is done. Much of the damage undoubtedly occurs in the case of bulk cargoes carried by tramp steamers. There are comparatively few complaints against corn carried by the regular liners, for as a rule the regular liners give greater attention to ventilation, and in fact to the care of the cargo generally. Ventilation is a very important factor in the shipment of corn. When shippers load corn into a steamer at a Southern port in hot weather, then batten down the hatches and without any ventilation at all attempt to carry that cargo across the ocean, the chances are very strong that under such conditions some sweating will occur.

"Corn is sometimes loaded into iron steamers without any protection against the heated iron sides. There should be some kind of a protection—either a board sheathing or a protection of bagging—against the iron sides of the steamer, for as she lies in port her sides above the water line naturally become very much heated by the sun, and when the corn is poured in and lies right up against these hot

sides it is not strange that the contact with such heat causes it to sweat.

"Then, too, corn is sometimes loaded into bunkers that are intended primarily for coal. Quite frequently on tramp steamers where they take a full cargo they load corn into one of the coal bunkers, which are, of course, amidships, and adjacent to the boilers. It is in these bunkers that I think much of the damage is done. The heat from the furnaces and boilers during the passage gradually works its way through the bulkhead, and it is not uncommon, where corn has been loaded in a bunker, to find it badly sweated, especially along the side of the bulkhead that separates the bunker from the boiler space. There the corn is often greatly damaged. It is a question whether corn should be loaded in bunkers at all, owing to the great risk that is taken, or at any rate, whether there should not be some conditions attached as regards sheathing and ventilation.

"Even in the ordinary holds, remote from the boilers, unless ventilation is had, corn is apt to become heated at the top of the holds, more particularly during hot weather, because of the heat of the sun on the deck. That could undoubtedly be prevented by proper ventilation. The trouble with the tramp steamers is that they frequently go short-handed, and do not have a sufficient force of men to attend to the ventilation properly. It is possible in fair weather to lift the hatches and let air into the holds where the corn is stowed, but that is often neglected. From my investigations I believe that if proper ventilation were provided a great deal of the damage that now results could be avoided. I understand that the steamers plying from Argentine ports carrying Argentine corn to Europe are now very generally equipped with ventilation facilities. That is a long voyage, and they have discovered the importance of ventilation; but it is unquestionably a fact that a great deal of the corn shipped from the United States is not properly attended to en route."

### NASHVILLE AS A MARKET.

No statistics are kept at Nashville, Tenn., to show how much grain is handled in and through that city annually, but it has of late years become quite an important gateway for grain into the Southeast. The railroads give the miller a milling-in-transit rate and the dealers the privilege of reshipping car lots at the through rate from the originating point in the West and Northwest. This arrangement, with the other advantages of location, have drawn to Nashville some firms who formerly operated at Atlanta and Birmingham.

The most important firm engaged in handling grain at Nashville is the Bell-Duff Commission Company, who said recently to a Banner reporter: "The advantage of Nashville as a grain distributing point is that we draw grain from Texas, Arkansas, Indian Territory, Oklahoma, Kansas, Missouri, Nebraska, Iowa, Illinois, Wisconsin, Indiana, Ohio and Kentucky, as well as from the great district of West Tennessee, and find it a natural source of supply for Alabama, Georgia, Florida, North and South Carolina. We are located at a natural gateway between the West and the Southeast, and by having the Steel Elevator & Storage Company for handling the grain, relieving western cars, giving weights for western shippers and preparing grain for quick delivery to the southeastern trade, we have quite an advantage, as this enables us to buy to advantage from the West and keeps us in close touch with the southeastern trade. The reshipping privileges granted by the railroads to this point enable grain dealers to ship from any point in the western territory to any point in the Southeast at through rates existing between such points."

Riley & Silk removed to Nashville from Birmingham, Ala., in order to get better rates and facilities to handle their trade in the Southeast. Other firms are Neil & Shofner, G. P. Rose & Co. and Caswell E. Rose. Besides there are the Liberty Mills and the Globe Mills Company, the latter having removed to Nashville from Atlanta.

## IN THE COURTS

The Supreme Court of Illinois has granted John Dickinson & Co.'s motion for leave to file a petition for mandamus to compel the Chicago Board of Trade to reinstate the firm as members.

Arthur S. Dumont of Decatur, who claims to have lost \$6,577 in grain speculation in 1900 with Houghland & Co. of Decatur, is now suing Ware & Leland to recover his money, pleading gambling.

The McCrea brothers, farmers, have begun suit at Lewiston, Idaho, against M. C. McGrew and others, operating as the Kendrick Grain Company, to recover 1,079 bushels of wheat or its equivalent in cash.

The United States Supreme Court, in the case of W. W. Cargill & Co. against the State of Minnesota, has sustained the state law, requiring elevators and warehouses, on railroads, except at terminals, to take out a license. The authority of the state to make regulations governing elevators is also sustained.

### EASTERN INDIANA DEALERS.

A meeting of the Eastern Indiana Grain Dealers' Association was held at Anderson on March 5. The attendance was quite large.

Very little business to record was transacted, but the time was employed as an "experience meeting." There is more or less trouble in the territory covered by the Association, but where the influence of the Association has come into the different towns of the Association's territory, through its members, it has been uniformly beneficial.

Ten new members were added and the outlook is favorable.

Some dealers are buying corn by "68 pounds" and not by the bushel, which, according to law is 70 pounds. Others are buying by the hundredweight. Others dock one cent a bushel for shredded corn.

### ST. LOUIS SHIPPERS ORGANIZE.

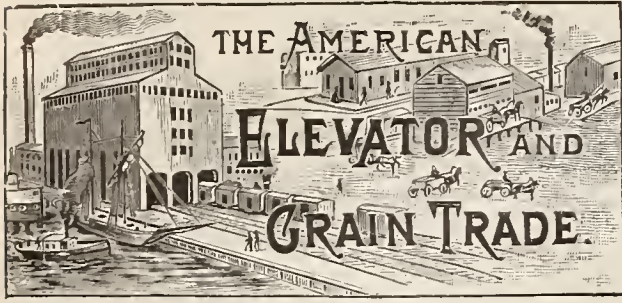
A permanent organization of St. Louis grain receivers and shippers was formed on March 7, with G. L. Graham as chairman and R. L. Wooster as secretary. A committee consisting of James Parrott, R. L. Wooster, John G. Mittler, E. Picker, John Wright, George Powel, Turner Morton and W. B. Harrison was appointed to form plans for the organization and to suggest rules and by-laws.

The organization is one of the results of the meeting of association officers at St. Louis in February, and one of its purposes will be to secure the co-operation of all grain receivers and shippers in St. Louis on all questions affecting the grain trade of the city.

Stults & Harman of Wren, Ohio, inform us that they will build a 30,000-bushel elevator at Monroe, Ind., on the G. R. & I. Railroad. It will be equipped with the latest improved machinery and operated by a 30-horsepower steam engine. Work will be commenced in the latter part of April.

The Kansas inspection law has been amended to legalize an inspection charge of 40 cents per car instead of 35 cents, and raises the cost of samples from 10 cents to 25 cents. The chief inspector's salary is increased to \$300 per month and that of his deputy to \$180.

The Legislature of South Carolina has enacted a law requiring the state railroad commission to fix rates of storage to be charged by railroads in that state in lieu of demurrage, the abuse of which at stations where there are no freight depot facilities had become a burden. The commission is required "to fix and prescribe a schedule of maximum rates and charges for storage of freight made and charged by railroad companies doing business in this state, and to fix at what time after the reception of freight at place of destination such charges of storage shall begin, with power to vary the same according to the value and character of the freight stored, the nature of the place of destination and the residence of consignee, and such other facts as in their judgment should be considered."



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## ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

## CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

## TALK ON STORAGE.

Mr. F. N. Rood, a grain dealer at La Rose, Ill., has prepared a booklet of about 400 words on storage, which he has printed with his typewriter and stitched as an eight-page pamphlet, for circulation among his people. Mr. Rood does not approve of using elevators for the storage of farmers' grain, but instead of being arbitrary about it with his trade, he has taken this means of presenting the negative side of the case, from the farmers' standpoint, directly to the farmer himself. This is not often done, and yet it is a good plan. The points Mr. Rood makes are substantially these:

1. "It costs considerably more to store in someone else's granary than it does in your own." At  $\frac{1}{4}$  cent per bushel per month, which is only a fair storage charge, it is cheaper for the farmer to borrow money at 7 per cent in order to hold the grain on the farm.

2. Stored grain generally sells in the end for less money than it would have brought if sold the day it was put into storage.

3. "Storing tends to make the markets lower rather than higher," because storing is in the nature of a dump on a glutted market. It increases the visible.

This is the case of the farmer wholly. Storing is also objectionable as having a tendency to create friction between farmer and elevator man in various ways, but chiefly because when the grain is in an elevator the elevator man has in the long run an advantage over the farmer which few are generous enough to waive in its entirety.

Mr. Rood does not mince matters. He is entirely frank with his trade, telling them how the elevator man holds this advantage, but one feels that he is also just as well as frank,

and that he must find his little pamphlet a great help in getting rid of this storage nuisance, being one elevator man who does in fact feel that it is a nuisance. It must not be overlooked, however, that all elevator men do not look at it in that way, although most of them do.

## THE ST. LOUIS MEETING.

The meeting of officers of the various western grain trade associations at St. Louis was a good thing for St. Louis, if her grain men can only make the city legislature see it and provide the legal machinery for the reform of the short weight nuisance so long in evidence in that market. The day has gone by when any market can hope to get any business that can go elsewhere when weights and grading are notoriously bad. Enough shippers can now make a choice of markets to enable the trade generally to inflict punishment on the thief or to avoid the careless. St. Louis' chance to recover much lost grain business is now offered her for her acceptance. Will she rise to the situation?

Another result of the meeting was the awakening of the grain trade association officials to the possibilities of a practical and efficient working national association of grain dealers. Here at St. Louis was a "common cause"—a complaint of a given market coming in from various states. There was no one association having St. Louis within its jurisdiction; none of the others were singly powerful enough in point of business offered, perhaps, to make the complaint loud enough to be heard and heeded by the power through which reform must come. But, combined, the representatives of the dealers of six great states became a body of exceeding interest to St. Louis business men. In other words, as the "American Elevator and Grain Trade" has repeatedly said, a working grain dealers' national association cannot be a body composed of widely scattered particles, with adhesive power barely sufficient to keep them hanging together nominally while hanging separately in point of fact, but must be a delegate body, as was this convention at St. Louis, from the state associations, voicing the sentiments of states and not those of scattered individuals.

The question of affiliation with the existing Grain Dealers' National Association will, as a result of this meeting, be presented for approval or rejection at the next annual or general meeting of each of the existing state associations. The question of the form, or constitution, of this association should, therefore, receive special attention by the state associations. As an association the present National is not likely ever to amount to shucks in its present form, since it can never get enough individual members together at any one time to know its own mind on any one subject of state or interstate import, much less the latter, where the interests of certain individuals in different states may conflict, although those of the states might not; but, reorganized on a basis for interstate work only, under the direct management of the official staffs of all the state associations working through a strong man, it might be made a real power in the trade, because it would represent

the trade as a whole, instead of mere handfuls of individuals in scattered groups.

## SOME TAX REDUCTION.

Although the amendment to the tax reduction bill, pushed through the Senate by the Illinois senators, reducing the transactions tax from one cent per \$100 to one cent for each \$200, failed in the bill as finally reported by the conference and adopted, leaving the tax of the original bill undisturbed, nevertheless the brewers and tobacco manufacturers did not get all the reductions made by the bill, although their slices of the melon are out of all proportion to their desert. The tax on bank checks is repealed, as is also that on export bills of lading, promissory notes, express receipts, telegrams, leases, insurance policies, warehouse receipts, and, perhaps, a few other documents in which grain dealers are interested. Sales of merchandise in actual course of transportation are exempted from the transactions tax.

It may or may not be a salve for the Board of Trade operators to know that the changes affecting the tax on bucketshop transactions is now construed by the treasury to mean two cents per \$100, taking effect on April 1, instead of July 1, as do most of the provisions of the bill. The bucket shops have been getting off easy, but under the new law the treasury promises to let them have troubles of their own in good earnest. How the law will affect the bucket shops, especially the minor shops in the interior, which have the earmarks of the gambling house even more conspicuously than the city shops, remains to be seen. If the tax shall operate to squeeze them out of business it will be wholesome to the morals of the country and also benefit the legitimate commission man by giving into his hands all the legitimate speculative business the country has to offer.

## COMPULSORY ELEVATOR INSURANCE.

The grain trade act of Manitoba has been in operation through the present shipping season. The season has not been a favorable one to test the workings of the law, which in effect extends the police power of the government over the elevators, and also makes possible, on suitable demand, the creation of public storages at the stations, flat houses, that is to say, from which the farmers may ship their own grain. But so far this season no flat houses have been called for. Whether they will be in another season remains to be seen. Otherwise, so far as the act governs the relations of producers and buyers, there has been no perceptible friction thus far.

In one respect, a positive claim of direct benefit is made for the law, in that it requires the owners of country elevators to keep stored grain insured for the benefit of the owner. A case is cited where 15,000 bushels of wheat owned by a score of farmers were burned with a country elevator. The property was insured, although of the score of persons interested in it only four had ever insured any property of their own and most probably would not have carried any on the grain of their own motion.

This feature of the law is perhaps not a bad

one, if the elevator man is not to be held responsible for the grain destroyed by fire, but if the law is to be thus invoked to compel a man to be prudent, why stop at compulsory fire insurance? Why not require him to be home early at night and at all times to scorn the unholy bucketshop and seductive "draw," to say nothing of the glittering brick?

### A LET UP ON THE PUBLIC ELEVATORS.

The Chicago Board of Trade directory has withdrawn the proposed amendment to its rules to prohibit operators of public elevators from mixing the grain of the public with their own. The threat of the elevator men to surrender their public elevator licenses and become private, leaving the Board to deal in all wind instead of part wind, or else to start a board of their own, gave the directory pause. Evidently the Board has no desire to try experiments. Nor were they specially encouraged by outsiders. The Minneapolis people said if Chicago wants to go the harikari, "let her go it," while Milwaukee people submitted that the amendment was "out of date," anyhow.

Is this, then, the nunc dimittis of this question? In case the Legislature should repeal the present law, or in case the Supreme Court sustains Judge Tuley's decision, what then? In either of said cases, will the Board close down for good, or will the law or the courts be ignored, or will such legislation be called off now before that awful day? Is the directors' action, in fact, an unconditional surrender, a beginning of the end, or what?

### LANDLORD'S LIEN NOTICE.

The landlord's lien laws on grain in Illinois and some other states is a form of class protection that is specially burdensome to grain dealers. This is not because the principle that the grain dealer should not participate in the profits of stolen property is objectionable, for it is not, but because there is in most cases no means for the grain dealer to guard against deception by the tenant, except by refusing to deal with one, which is not fair to the tenant who has his rights also.

No prudent man will buy goods from a thief, for the reason that the conditions of the offer to trade are in such cases so unusual that the honest man is at once put on his guard. For this reason the thief is always compelled to resort to a fence to get rid of his plunder. But the tenant farmer is not often a thief, and in the nature of things his offers to buy and sell articles of his own production are subject to no suspicions. He has, in fact, the right to sell a given amount of grain as he pleases and to whom he pleases. The difficulty in the case is for the grain dealer to determine how much.

The real injustice of the situation is, therefore, the absence of legal notice. This is rarely required of the landlord, yet if the same man were to take a chattel mortgage on the tenant's stock he would be required to give due notice of that fact by recording the instrument. If thereafter the stock buyer gets caught he has no one but himself to blame. As a matter

of fact, sales of mortgaged chattels are quite rare, perhaps for the very reason that the notice given by the mortgage itself acts upon the mortgager as a sort of invisible policeman's watchful eye and "gives him pause."

The recording of farm leases should be likewise required by law, where such form of notice is not now required, and a definite day should be established for the final payment of the rent due or its settlement, after which the lien on the tenant's crop should cease. This is only fair to the tenant, who may happen to be the victim of a landlord who "settles when he dum pleases," and would give a proper relief to both the grain buyer and the merchants with whom the tenants must trade.

### THE SHORTAGE QUESTION.

The grain shortage problem, as our correspondents' letters this month indicate, seems to be righting itself. Although there are still enough sharpeners left in all kinds of business, sharp practice is getting to be bad form in the business world. Shortage at terminals was undoubtedly, for a long term of years, part and parcel of the Smart Alecks' methods of doing business, but now business "smartness" has at least changed its form. A clever business man will still soak you, if he can, by working off queer stocks on you, but if he's at all up in his part he no longer gives short measure.

So the thieving employes about the elevators are being rapidly weeded out as too expensive luxuries for the operators to keep around them. Few kinds of business can afford them nowadays. The margins are so narrow that shippers won't stand the grafts as they did, without grumbling, in the old canal and soft money days, when grain was hauled on a margin of four to ten cents a bushel. Besides, the competition of commission houses and terminals themselves is so brisk that a shipper doesn't have to keep on patronizing a town or a firm that uses an elevator with a grafter in the scale loft or bossing the plant.

If the shipper will himself take all the precautions he ought to take when loading his cars and will cut loose from receivers who habitually report shortages, he will not long be annoyed with leaks of that character.

### DELIVERING NO. 3 AT A DIFFERENCE.

The Illinois Grain Dealers' Association has been groping its way tentatively toward an arrangement with the Chicago Board of Trade to amend its rules "so as to make No. 3 grain deliverable on No. 2 contract at a stated difference." Nothing has so far been accomplished except to present the proposition as a remedy for "corners." It would no doubt be effective in that way, but put in that way only it is hardly likely the proposition will ever become very popular. Corners are too few and far between to cause much real worryment to find a preventive for them, especially when corners mean higher prices. There are, however, better reasons than this one for such an arrangement regarding No. 3 stuff. Unless, as one example, the track seller has his agent at the terminal to take care of his interests in

misgrade stuff, his No. 3 cars are dumped on the market by the consignee and sold, generally speaking, at a sacrifice to the shipper; whereas, a rule requiring their acceptance on a No. 2 contract, at a stated difference, would save the shipper from loss and still do no injustice to the receiver. For the latter has, or is accessible to, facilities, as all know, for hospitalizing the off grades at a minimum of expense, leaving him a substantial profit on the basis of this stipulated difference. It is only fair that the shipper should share in the normal profits of handling No. 3 stuff, and the proposed rule would make such a fair division.

### ILLINOIS WAREHOUSE COMMISSION.

The Decatur Review, with characteristic slipshod, says:

It is reported that the "American Elevator and Grain Trade" is booming B. S. Tyler for the position of railroad and warehouse commissioner. If the paper has a pull half as long as its name, it should be able to land the Decatur man in the place, etc.

The truth of this matter the Review might have ascertained by taking the elevator and descending two or three floors. It prefers the lazy reporter's "it is reported," however. An examination of this paper would have told the Review that the "American Elevator and Grain Trade" is not "booming" Mr. B. S. Tyler or anyone else for the office named, although we must confess we cannot now call to mind an Illinois grain dealer who would make a more useful member of the Illinois Railroad and Warehouse Commission than Mr. Tyler, nor one who would do greater honor to the Yates administration.

But the "American Elevator and Grain Trade" enjoys no "pull" with the administration, and whether it was or was not "originally for Richard Yates for governor"—a condition precedent to "influence," in the view of such tremendous statemen as the editorial writer of the Review—is aside from the main question, that, in company with the grain men and shippers of the entire state, the "American Elevator and Grain Trade" supports only the main issue by urging his excellency the governor to forget for the moment that he is a politician and to appoint a practical grain man on that commission, rather than some political hack, whose only recommendation to any public appointment is his ability to play "practical politics." And the "American Elevator and Grain Trade" has every reason to believe that Mr. Tyler, whose interest in the grain trade of Illinois has always been far above that of mere self, agrees with this position.

It appears that bids to supply twenty tons, or over 725 bushels, of grain to North Brookfield, Mass., have been asked from "leading" grain dealers in Worcester and Boston, and from several in the West. But we want to give shippers in the West warning that some thirty farmers in the immediate neighborhood have basely and feloniously and with malice aforethought entered into a combination in restraint of trade and threaten to make a sure-enough break for this business. Now what we want to know is, is this a free country or ain't it?

# EDITORIAL MENTION

Meanness also is its own reward.

Big as the corn crop was, it was none too big, it appears.

State association meetings in Iowa and Nebraska next month.

Cleaning machines are still earning good money for those who know how to use them.

Rates eastward have gone to pieces again "to keep the grain off the lakes." The game is starting early this year.

A late opening of navigation is predicted for this year, and when the season does begin the lake salts look for very heavy business.

The capacity of some men for making mischief is often out of all proportion to their other excuses for prolonging their existence.

One of the wise saw makers says that "Speculation without judgment is a case of buying a ladder before there is a plum on the tree."

It is suggested in Montreal that if the Corners syndicate does not get busy very soon it is likely to hear something drop besides the pile driver.

Winnipeg is getting ready to establish an option market. Wheat has been too short a crop to make things interesting enough for the profession. The supply of wind never runs short.

In attempting to make a local ordinance at Buffalo against spitting, the council has collided with, and, it may be, destroyed the ordinance requiring grain driers to take out a license. Now why not "conspuez" the railroad pool in the same way?

The New York Produce Exchange has decided not to exclude Montreal from the list of Atlantic ports for grain shipping contract purposes. Montreal's vigorous movement to reform the inspection and weighing department has borne this much fruit, at least.

No doubt the railroads are doing their best to furnish grain cars as called for, but it is a curious coincidence that a call from a competing point is so often heard more clearly than one from down the line a half dozen miles, where the dealer "can wait a minute" or go rabbit hunting.

The free seed humbug not only took a new lease of life in the last Congress, but doubled its grab from the treasury. Senator Mallory made a laudable effort to have the distribution abolished and \$40,000 appropriated in its stead to enable the department to buy and to itself test and propagate foreign seeds, but this wise suggestion was, of course, killed; and, worse than that, Senator Tillman's demagogic

motion to increase the seed appropriation from \$170,000 to \$270,000, was finally adopted.

An exclusive department in the "American Elevator and Grain Trade" is that headed "Court Decisions." It is one of peculiar value, and a reference to it frequently will increase its usefulness to the subscriber.

The annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Grand Hotel, Council Bluffs, on Tuesday, March 19. All grain dealers in the territory named are asked to attend. Go, it will do you good.

The St. Louis grain men have formed an organization to secure concerted action of the trade in behalf of the grain business of that city. It's a little late, but not too late, and the chances are that through the new organization St. Louis will not be dead quite so long as she might have been.

The farmers of the German Fatherland don't want American grain to break into that empire, but a specialist will be sent here to "spy out the land" and lug back into that exclusive country our American farmers' way of doing things, and he won't pay any prohibitive duty on it, either.

Notice was recently given by a conservative member of the Canadian parliament that he would introduce a resolution declaring that the placing of corn on the free list was prejudicial to Canadian agriculture. As the present government leans toward low duties, the resolution will no doubt be given a quietus after doing duty as "politics."

Kansas City boasts that she handled 34,775,450 bushels of wheat in 1900, against 19,476,614 bushels in St. Louis and only about 50,000,000 in Chicago. But what Kansas City will not tell—no, not to anybody—is the amount of wind stuff handled in the same period. Why this extreme modesty, which is so very unlike the K. C. man?

A certain South Dakota paper says the "independent" grain buyer in that town gets all the grain, although the "line" house offers one to two cents more per bushel. This is most extraordinary. It is explained that the farmers know that the independent "pays all the market will warrant" and think that if he were not there the elevator's margin would enlarge to four to eight cents. This may or may not be true, but it is at least with surprise that one sees the farmer putting behind him the temptation of those two cents—it isn't at all usual.

Another northwestern line elevator company's agent has been arrested on a charge of embezzlement, preferred by the traveling auditor. The accused agent has been a resident of his town for a dozen years or more, but he says his house is a "leaker," and he is now confronted by a \$1,200 shortage. As has been before remarked, the agent seems to hold always the hot end, and under the conditions of his engagement it is rather difficult to see how he can escape it and be entirely honest with his trade—unless, indeed, his elevator is

equipped with perfect scales and he insists on loading none but perfect cars. These he has a right to demand in self-defense.

In a certain Nebraska town a local paper says the grain men got gay and the farmers unloaded 50,000 bushels on them in one day. It is not stated how much the net was, but it was no doubt enough to have paid for a vacation for both of them and give them pie and hard cider during the whole trip.

A. E. McKenzie, state grain inspector of Kansas, has been "fired" and Benj. J. Northrup reigns in his stead. No fault is found with Mr. McKenzie as chief inspector, but his politics were "bad," the governor thought. *Hinc illæ lacrimæ.* There are others who, perhaps, will be able in the near future to sympathize with Mr. McKenzie; it is too late to take warning by his example.

Gov. Yates is credited with the intention of giving the Railroad and Warehouse Commission a "shaking up." And to do it, latest information says, he proposes to appoint A. L. French, an "original Yates man" and banker-politician, and James H. Neville, also an o. y. m. and lawyer-politician, leaving Mr. Lindley as the third man undisturbed for the time being. But how do the shipping interests size up in this kind of a shake up?

The Supreme Court of Indiana has sustained the landlord's lien law of that state, which holds the purchaser of a tenant's products liable for the unpaid rent. The syllabus of the decision states, among other things, the following as the leading principles of the law: The purchaser of the crops is bound to take notice of the lien for rent and is liable to the landlord for conversion where the rent is payable out of the crop; and the landlord waives his lien when he authorizes the tenant to sell the crop and account to him for the proceeds.

That model inspector, John O. Foering of Philadelphia, on March 5 celebrated the close of his twenty-fifth year of continuous service as grain inspector of that market. His friends very properly honored his silver jubilee by quite an ovation. Although still appearing in the "heyday of youth," Mr. Foering is the oldest grain inspector, in point of service, in the United States. But then, besides being one of the best fellows in the world, as well as one of the best of inspectors, Mr. Foering has no politics to meddle with him every quadrennium, thanks be.

The Des Moines Cereal Club is already engaged with preparations to welcome to that city, the latter part of April next, the grain dealers of Iowa, at the annual meeting of the Iowa Grain Dealers' Association. This Association, under the management of an efficient governing committee and the organizing ability of Secretary Geo. A. Wells, has had, in this, its first year, a phenomenal success. Over 700 elevators are now enrolled as members, and an immense amount of effective local work has been done. The annual meeting is, therefore, looked forward to with unusual interest. It is quite certain that the Des Moines Cereal Club, whose hospitality is proverbially gener-

ous, will leave no stone unturned to add to that interest. Every Iowa dealer should make his arrangements to be there.

The Glucose Sugar Refining Company notes a decline of sales of products for 1900, but a side note to the annual report says that the by-products yielded enough profit to maintain the volume of net revenue. To most men this is a fact of but minor moment, perhaps, but it is probably true that although very small in amount per bushel, yet the growers' share of the profit in the by-products is in one way or another certainly distributed to them. Competition for the good corn will, in the end, force the company *nolens volens* to give out some of that profit to the grower.

A bill has been introduced in the Minnesota Legislature to put all official grain inspectors under civil service rules. It would certainly be a step in advance to put a stop to the present unseemly scramble for places at Minneapolis and Duluth, but the Chicago inspection office is proof that civil service rules are only a part of the problem of radical reform. And reform is called for from many quarters. While the shipper gets it "going" and the foreign receiver gets it "coming," the mixer gets plum pudding, and he is the only party that is satisfied. Something, therefore, besides civil service regulations and "judgment" seems to be needed just now in inspection quarters to keep peace in the family of traders.

The Legislature of Kansas has adjourned and in the final hurrah all bills aimed at the grain trade of the state were "forgotten." This included the bill aimed at the Kansas Grain Dealers' Association, and another, also proposed by the author of the former bill, to create the office of state grain commissioner, with three deputies, who should receive consignments of grain from farmers and sell them at a commission of not to exceed one cent per bushel. Most excellent work in heading off unfair legislation was done through the session by Secretary E. J. Smiley, but the experience of the session ought to teach the grain trade to take more interest as individuals in legislative candidates, in order to get the professional legislative grafters and cranks as far as may be put on the has-beens list.

Between July 1 and February 12 last ten French vessels took 1,052,367 bushels of wheat from Portland, Ore., to England. All of these vessels, with one exception, went to Portland, Ore., in ballast, and the French government paid their owners a bonus of something like \$12,500 each for the round trip, making a total of \$125,000, or something like twelve cents per bushel for the cargo carried by them. "This fleet supplies an excellent example of the benefits of a shipping subsidy," says the Oregonian, "and undoubtedly the French taxpayers are pleased beyond measure at the opportunity afforded them to contribute something toward freighting the Oregon wheat growers' product to an English market. Unfortunately, however, it would be the case with the American subsidy scheme that the producer would reap none of the profits, for rates would remain just the same as if no subsidy were levied—

that is, they would be governed entirely by the law of supply and demand."

In Manitoba it is a part of the duty of grain inspectors, in connection with the weighmasters, to see that the "exact amount" of dirt, or foreign seeds, defined by the inspectors for grain graded "to be cleaned," is, in fact, taken out of the grain. But if the theory of the Illinois inspection department is correct, to wit, that inspection is only a "matter of judgment," what an interesting time these Manitoba inspectors must have defining an "exact amount" of dirt, etc., to be taken out to bring a lot of grain up to grade! Of course, opinions differ here, but it does sometimes strike one that this "only a matter of judgment" theory is getting to be belated.

The Illinois Grain Dealers' Association has issued a circular to its members counseling patience with the car shortage situation. The directors are satisfied that the railroads are doing their best to furnish cars, and certainly, in view of the expected and usual decline of farmers' deliveries at this season, there ought soon to be enough cars to meet the elevators' demand. It is therefore suggested that the bill introduced at Springfield for a law requiring railroads to supply cars as demanded within twenty-four hours after a demand is made, is not any fairer than would be one requiring the elevator men to provide storage capacity for all the grain offered him. In both cases there would, in the usual course of trade, be an unprofitable surplus of both cars and elevators.

Besides the meeting of the Illinois Valley branch of the Illinois Grain Dealers' Association at Streator, meetings have been held during the month of the Pana and Macon County branches, all attended by representatives of the state Association. No organization of a Cook County branch is recorded, although one such might have about fifty members, some twenty new members of the state Association in Cook County having been added by Traveling Representative Walter during his last visit. Chicago's interest in the Illinois Association has always been active and beneficial in more ways than one—probably even more directly beneficial to the Association in some directions than to Chicago; but Chicago receivers appreciate the value of harmony between shippers and receivers, and are always ready to do their part to maintain those amicable and friendly relations.

The agricultural college and experiment station at Champaign has asked for a state appropriation for the purpose of extending the plant and equipment of the experiment station. The total asked for, as we understand, is \$25,000. Of this sum \$15,000 would be a permanent investment in buildings and apparatus, while \$10,000 is for pay of teachers in the college, the expenses of conducting the experiment station being paid by the United States. It is not likely that any sober-minded person who is familiar with the work of this station and with the college as a school of agriculture will object to this expenditure. No single force in Illinois is to-day making for better agriculture in all its forms than this in-

stitution, and a paltry \$10,000 for teachers to formulate its work for the use of farmers, young and old, is insignificant compared with the direct benefits accruing to all the people of the state, who all share in the profit of larger and better crops of all sorts.

Connecticut retail grain dealers, who have been selling thirty pounds of oats as a bushel, have been confronted with a statute which calls for thirty-two pounds to the bushel. This has been good law in Connecticut since 1857, without anyone's finding it out until January last! The thirty-pound custom of the trade has continued to prevail over the law from 1857 until now, just as it did from 1820 to 1857, when the trade called thirty pounds of oats a bushel, although the law was satisfied with only twenty-eight pounds. The effete East has been called "slow" by the ribald West, but this characterization would seem to be a mild one when applied to Connecticut oat consumers. It's a great pity to spring on such a people the problem what to do under the circumstances, if the law should happen to discountenance killing the meddler who made the mischief by raking the dust off the statute book at this particular spot.

The United States Supreme Court has affirmed the decision of the Supreme Court of Minnesota, sustaining the constitutionality of the state law requiring all elevators to pay a license fee and come under the control of the state Board of Railroad and Warehouse Commissioners. The case at bar was the State against W. W. Cargill Elevator Company, who claimed exemption from the operation of the law on the ground that as a company it did a private business only—took no grain into its houses except that purchased by itself directly. The contention of the state, on the other hand, was that the fact that the company bought grain from the public, weighing and grading it on the right of way of a railroad brought it within the control of the law. Laws of this kind, giving the state police control over legitimate private business would have shocked the people forty years ago, but this new view is one of the penalties paid for our growth in population and in the volume of business transactions, if not in "grace and wisdom."

The Buffalo elevator pool, officially known as the Western Elevating Association, is an arrangement by contract between the elevators renewed at the beginning of each navigating season. The agreement has not as yet been renewed for 1901, although Mr. Sowerby, president of the Association, has no doubt that it will be after April 1, when last year's agreement expires. Of course it will be. The pool means a profit to all the elevators, those that do no work as well as those that do. Moreover, it gives the railroads at Buffalo practical control of the handling of the grain eastward at one or two cents per bushel higher than the rates would be if there were no manipulation. The beauties of such a situation, from the pool's point of view, are too obvious for much discussion. To the shipper the pools mean higher freight charges, but it must be confessed that the elevating pool means less delay in unloading and gives stability to elevating

rates, however high. The real "coon in the hollow" at Buffalo is the railroad pool rather than the elevating pool, and under the circumstances there really seems no way to get even with that except to send grain elsewhere for transfer or for New York to rehabilitate the Erie Canal.

At Madison, Minn., an enterprising citizen is erecting a "chamber of commerce," a frame "lean to," to be used by Madison speculators in options. A "private wire" will tap the Minneapolis "bourse," and will make the game less obnoxious to the police than a faro layout. The easy multiplication of these interesting resorts in the West and Northwest recalls the Omaha Bee's protest, in behalf of Nebraska farmers, against the proposed law to stop bucket shop deals in that state. "It must be accepted as almost an axiomatic fact," says the Bee, "that a Nebraska farm cannot be successfully conducted unless closely connected with the tape line. The fluctuations of puts and calls are as essential to the farmer's prosperity as rain and sunshine in their season, and it is no uncommon sight to see the honest husbandman leave his plow in the furrow, while, in imitation of Israel Putnam, he rides old Dobbin at his topmost speed to the nearest hamlet in order that he may get the latest quotations hot off the wire. Some of them, who are inclined to be plutocratic on their own account, have had tickers placed in their barns and arranged their farm work in order to keep a close and undisturbed watch on the tape as it registers the ups and downs of commerce as manipulated by the speculators. Any attempt to thus further enslave the Nebraska farmer should be at once met with a sturdy resistance. Down with the elevator! Long live the bucket shop! No farm can be fertile without one."

The vigilance of Secretary Bewsher and the Nebraska Association has prevented the passage of a bill to enact a drastic landlord's lien law for that state, which would have been a nuisance to the trade in that state. The bill itself was an unusually innocent-looking document. It said nothing at all about the grain dealer or of his part or lot in the grain of a tenant. It merely gave the landlord a lien on the crop and treated the tenant who "removed or disposed of any crops or part thereof" as a thief, whose accomplice a grain dealer might innocently become. The innocuous appearance of the bill did not deceive the officers of the Association, however, whose attorney pointed out that should the bill become a law it would compel every grain dealer and stock buyer to take the precautions to find out, in the first instance, if the farmer were or were not a renter; whether, in the former case, he had paid his rent, and finally, whether the property had been sold in the meantime and who, in fact, owned the crop when offered for sale. And this he would be required to find out positively, and yet not a syllable of official record was required from either landlord or tenant to give the public notice of the actual relation of the tenant to the crop he might happen to grow. Such legislative stupidities as this are all too common, even when urged with consistent good faith, but this bill was evidently an indefensible sneaker, and it is to

the credit of Secretary Bewsher and his co-workers on the governing board that they finally succeeded, on March 10, in getting the bill "indefinitely postponed."

Judge Gray, at Philadelphia, in an action brought against the revenue collector by a speculator, who sued to recover taxes paid under protest, on February 21 ruled that bucketshop trades are a species of gambling, but are not (under the old revenue law) subject to the transactions tax. The speculator argued that as no merchandise had passed, the transaction being merely a bet on the price, the only tax due was for stamps upon the memoranda of purchase. This position the court agreed to, saying that if the parties to the deal chose to stop short of the point where a taxable document attesting transfer would be necessary, they had that right, but the fact "that the dealings in question are gambling transactions cannot affect our view of the law." Under the new law, therefore, the United States assumes, as it has the right, to tax "gambling transactions." Will it stop at the bucketshop or will it tap also the three-number gig, the sweetened kitty and the too, too nimble shell?

## Trade Notes

Gustav M. Mann of the Milwaukee Bag Company, Milwaukee, Wis., died last week.

Grain elevator builders should write Patty & Coppock, Fletcher, Ohio, who desire to secure plans and contract for the remodeling of their elevator.

The Model Gas Engine Company, Auburn, Ind., have made Otto Kracker, 731 S. Seventh street, St. Louis, their agent in that city for the sale of their Model Gas and Gasoline Engines.

Moulton & Evans of Minneapolis inform us that they have arranged with the Great Western Manufacturing Co., Leavenworth, Kan., to build their Evans Wagon Dump for supplying the southern and southwestern trade.

A contract for 2,000,000 pounds of steel plates, to be used in the construction of grain elevators to be erected at Buffalo by the New York Central Railroad Company, has been let to the Central Iron and Steel Works of Harrisburg, Pa.

The plant of the Olds Motor Works at Detroit, Mich., is reported to have been completely destroyed by fire on March 9. As the Olds people have a large factory at Lansing, Mich., we presume that orders for gas and gasoline engines will be filled with nearly, if not quite, the usual despatch.

It is reported that James C. Stewart, of the firm of James Stewart & Co., grain elevator builders and contractors of St. Louis, Mo., has been engaged by the Westinghouse companies of Pittsburg to superintend the erection of their new plant in Manchester, England, at a salary of \$100,000 per year.

The Ritter-Conley Mfg. Co. of Pittsburg, Pa., is receiving and executing many orders for steel structural work in all parts of the world. Among recent orders was one from The E. P. Allis Co. of Milwaukee for a steel building to be used as a machine shop. It will require about 2,000 tons of steel.

The Whitman Manufacturing Company on March 1 removed its office from 39 Cortlandt Street, New York City, to its works at Garwood, New Jersey, where all communications should be sent. This company is the sole manufacturer of the B. & C. Friction Clutch Pulleys, which have become so popular among users of gas, gasoline or oil engines, and also the B. & C. Clutches and Clutch Couplings for line shaft work. An addition has

been made to the factory, which is on the main line of the C. R. R. of New Jersey. This building will contain a new machine shop, pattern shop and office.

The Carl Anderson Company, Chicago, manufacturers of the Gus Gas and Gasoline Engines, have moved from Fulton and Jefferson streets to 23 to 27 North Clinton street. In this new location the company has about double their former space, and the plant is receiving several new machines, thus greatly increasing their facilities.

The Robert Aitchison Perforated Metal Company of Chicago are having an excellent run of business. They have recently made shipments to Kentucky, Wisconsin, Utah, Nebraska and many other states. Shipments cover material for railroads, agricultural implements, breweries and other industries. Among recent inquiries are some from Australia, Germany and the West Indies.

The N. P. Bowsher Co., South Bend, Ind., call attention to the forty-four head of cattle sold on the Chicago market by C. C. Palmer of Eddyville, Iowa, February 21. They brought \$6, which was 30 cents higher than any other sale quoted that day. Mr. Palmer says they were fed on corn and cob meal ground on a No. 8 Bowsher Mill and that no special cattle foods of any kind had been used.

The K. C. Manufacturing and Supply Company, Kansas City, Mo., is the style of a newly organized firm, which on April 1, will engage in furnishing complete elevator equipments and supplies to the southwestern trade. The company are southwestern agents for the Webster Manufacturing Company, Chicago, and will carry a full line of this firm's goods in stock. The headquarters will be at 427-431 West Fifth street, in the manufacturing district of the city. J. C. Murphy, who has been with the Webster Manufacturing Company for a number of years, and who is well known in the West and the Southwest, will be the manager of the business.

H. W. Caldwell & Son Co. of Chicago have just published a large wall map of the "Cotton Growing Section of the United States." Every point in the southern states having a cottonseed oil mill is indicated on the map and red figures show the number of presses employed. In the margin is a complete list of the oil mills, arranged by states, giving the number of presses in each and telling whether or not they refine their crude oil. This piece of enterprise will no doubt be greatly appreciated by the trade. The Caldwell Company give special attention to equipments for cottonseed oil mills and through their engineering and selling agencies located at Atlanta, Ga., and Dallas, Texas, they are able to come into close touch with that trade.

In the construction of large modern elevators great attention has been given to improving the fire risk. But in fireproofing the house no attention has been paid to the clippers and cleaners. Realizing that in this an important part of the house is overlooked, there has been a demand on the part of the operators for machines made entirely of steel. To meet this demand, the Invincible Grain Cleaner Company of Silver Creek, N. Y., are building separators and clippers made entirely of steel and about which there is not wood enough to make a toothpick. One of these machines will shortly be placed in a prominent elevator in Chicago. We expect soon to be able to illustrate same and give the name of the house where it is in use. This is one of the most important changes made in recent years in the construction of grain cleaning machinery and the Invincible people, by being first in the field and showing their willingness to meet the demand of the elevator operator, will, no doubt, receive a large trade. The Invincible Grain Cleaner Co. have the reputation of meeting the users of their machines more than half way in any demanded change or improvement. We also expect soon to illustrate other new machines being brought out by this progressive firm. One of these is expected to revolutionize the methods of handling succotash and other like difficult tasks now confronting the grain handler. We refer to their Spiral Belt Separator.

## Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Void Mortgage on Part of Growing Crop.

A chattel mortgage on 340 acres of corn, which was part of a growing crop of 425 acres, the Supreme Court of Nebraska holds (case of Wattles against Cobb, 83 Northwestern Reporter, 195) to be void for uncertainty of description. The mortgaged property being neither uniform in quality nor capable of identification, there was nothing in the record to indicate what 340 acres was covered by the mortgage. To make a valid contract, the court says, requires a meeting of the minds of the contracting parties. And it adds that in this case the court could not say from the evidence that the minds of the mortgagor and mortgagee ever came together so as to create a lien upon any particular corn; and that it cannot see how the plaintiff could have maintained replevin even against the mortgagor.

### Fire of Incendiary Origin No Defense Under Wheat Receipt.

A warehouse receipt was given for wheat "which we agree to deliver (damage by the elements excepted) upon the surrender of this certificate and payment of charges." The warehouse was destroyed by fire of incendiary origin. This was pleaded as a defense to an action for the value of the wheat when it was not returned upon demand, and the jury was instructed generally that the owner of the wheat could not recover if it were not shown that the company issuing the receipt was negligent. In consequence, in the trial court the company was acquitted of liability. But the judgment of the latter court is reversed by the Supreme Court of California (case of Pope against the Farmers' Union & Milling Company, 62 Pacific Reporter, 384), which says that the company, by its written contract, promised absolutely to return the wheat upon the surrender of the certificate, "damage by the elements excepted." "Damage by the elements" is the equivalent of the phrase "act of God." So taking this contract exactly as it was written and thus construing it, the Supreme Court holds that it was open to but one interpretation, namely, the company's liability to return the wheat was absolute, unless it was prevented from so doing by the act of God. Under this construction of the contract, it was no defense for the company to say, or to show, that the wheat was destroyed without negligence upon its part. It was incumbent upon it to show that the wheat was in fact destroyed or damaged by the elements. Evidence tending merely to prove that the fire was of incendiary origin was an absolute negative of the idea that the destruction of the grain was caused by the act of God.

### Where Banks Advance Money on Drafts with Bills of Lading Attached.

The drawee of a draft to which is attached a bill of lading under which grain is consigned to the order of the drawer, the Supreme Court of Georgia holds, acquires neither the right to the possession of the bill of lading nor title to the grain until he pays, or secures the payment, of the draft according to the custom of the trade or the course of dealing between himself and the drawer. Neither does it consider that mere delivery of such bill of lading, unindorsed by the consignor, with draft attached, can operate to pass title to a bank advancing money to the consignor, although it would be otherwise with the bill of lading properly indorsed. And when a bank has acquired title by the delivery to it under such circumstances of an indorsed bill of lading, the court holds (Coker against First National Bank, 37 Southeastern Reporter, 122) that title would remain in the bank until the party for whom the shipment was intended should arrange with the bank to pay the draft and procure from it a transfer of the bill of lading.

Moreover, where a bank has advanced money upon a draft, taking as security therefor an at-

tached bill of lading for grain, properly indorsed, and, after a levy upon the grain by another party as the property of the consignor the bank has filed a claim thereto, the court holds that its right to maintain this claim is not lost merely because while the claim case is pending the drawee refuses to accept the grain and pay the draft and in consequence the bill of lading is indorsed over to the consignor for the sole purpose of having him dispose of the grain for the bank's exclusive benefit.

### Right of Shipper to Recover Concealed Deductions of Charges.

Gale against New York Hay Company, 66 New York Supplement, 291, was an action to recover a balance claimed to arise from alleged misstatements of the selling price of hay in transactions covering a period of years. It was undisputed that the company sued, in the various statements or accounts of sales which it had rendered from time to time, had set forth a figure as the price at which the hay was sold by it, which did not represent the actual selling price, but it was alleged that from such actual selling price a deduction had been made for storage, demurrage and other like charges not disclosed, and the balance only appeared in the statements as the selling price. But the party suing contended that the hay had been shipped pursuant to an understanding that one dollar per ton only should be charged by the company, and that no deduction should be made excepting for freight. On behalf of the company, however, the deductions complained of were justified by the assertion of a custom of the trade.

The conclusion of the second appellate division of the Supreme Court of New York in the matter is that while the evidence introduced in the controversy was conflicting, a decision in favor of the party suing was adequately supported and should not be disturbed. Nor does it consider that the many accounts of sales rendered to the party suing and retained by him for years without objection became an account stated, as it is called, in which he must be deemed to have acquiesced. The rule of law which the company sought to invoke, by contending that there had been such an acquiescence in an account stated, although applicable under certain circumstances between buyer and seller, the court holds can have no application to dealings between principal and agent, as these parties were, where the agent misstates an account in a respect peculiarly within his own knowledge and which misstatement cannot be discovered by an inspection of the account or by any other means possessed by the principal. The party here suing never knew until shortly before he sued that the company had deducted the charges for storage, etc., from the price at which the hay was sold, and, therefore, the court holds, he could not be deemed to have acquiesced in what he did not know and could not have discovered save by chance.

### TILE FOR ELEVATORS.

The practicability of tile constructed grain elevators as a protection against fire has been demonstrated by the Barnett-Record Company of Minneapolis, says the Times. Last year this company constructed a three-tank tile elevator for the Great Eastern Elevator Company on the East Side, and to test this style of bin for its effectiveness against fire, a sample bin was recently built near the Great Eastern elevator and submitted to a fire test. When the test was made the thermometer registered 15 degrees above zero, and the tank being open, water and snow were applied to the inside and allowed to freeze into a cake. Directly opposite this spot on the outside and against the outer wall the builders erected a furnace. Fire was started and kept up to a high point until the pyrometer reached its maximum register, showing a temperature of 2,000 degrees, when the instrument was withdrawn. This intense heat came directly against the part of the wall opposite the iced spot, yet for a long time there was no evidence of it. Not until the fire had been banked did the ice begin

to melt and run down, and when the last spark of fire had died away, some particles of ice and snow still remained on the opposite side.

### VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

Robinson's Telegraph Cipher.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

Weigh Books.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf, well printed upon good paper. The books are well bound. Copies will be mailed to any address for .....\$1.00

Clark's Vest-Pocket Grain Tables.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 lbs. Size 2½ by 8½ in., 16 pages ..... 50

Grain Dealers' and Shippers' Gazetteer.—This invaluable book contains official, corrected and revised lists of elevators, flour mills, grain dealers and shippers, track buyers and sellers, commission houses, etc., on the leading railway systems of the United States, it being issued under the indorsement and co-operation of their Freight Departments. Bound in cloth, 9x12 inches, 280 pages. Price..\$1.00

Davis' Grain Tables.—These tables give the value of any number of bushels of produce weighing 60 pounds to the bushel from 25 cents to \$1.25 per bushel, and the value of any produce weighing 32, 48 and 56 pounds to the bushel at 15 cents to \$1.50. The book also contains Davis' Dockage Table, which gives the amount to dock any load of wheat up to 600 bushels at 1½ to 5 pounds dockage. The book contains 219 pages of tables, printed on good paper, with large type, and well bound in cloth. The book is a new publication, and the arrangement of the tables is much more convenient than in some of the old publications. Price .....\$1.25

Clark's Grain Tables.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains 16 tables, and is neatly bound in cloth. Price .....\$1.50

For any of the above, address

MITCHELL BROS. CO., 315 Dearborn street, Chicago, Ill.

An inquiry instituted by the Wisconsin Commissioner of Agriculture into the cost of growing corn and wheat in that state has been summarized in a report, of which the following is an interesting paragraph: "The returns from 410 of the most successful and prosperous farmers in the state showed that the annual investment (that is, the expense of labor, seed, taxes, depreciation of land, machinery and horses used, feed and incidental outlays) amounted to \$6.12 per acre for one crop of wheat and \$7.91 per acre for one crop of corn. To the average yield of the past six years this is equivalent to about 35 cents per bushel for wheat and 16 cents per bushel for corn. If to this is added interest at 6 per cent on the value per acre, the machinery and horses used, the annual investment and the value of the land as estimated or given by the farmers, the expenses of wheat would be increased from \$6.12 to \$9.45 per acre, or from 35 to 54 cents per bushel, and for corn from \$7.91 to \$11.36 per acre, or from 16 to 27 cents per bushel."

## GRAIN SHIPPING CONTRACT.

American exchanges at export terminals have received from London copies of an agreement modifying clauses 7 and 12 of the principal agreement, dated March 1, 1900, between the London Corn Trade Association and the Atlantic Transport Co., Ltd., and other steamship lines. The modifications, in a few words, consist of transferring the payment of deficiencies from America to London. The memorandum of the new agreement is as follows:

Memorandum of agreement, made the 29th day of January, 1901, between the Atlantic Transport Co., Ltd., and the National Steamship Co., Ltd., of the first part; the London Grain Elevator Co., Ltd., of the second part, and the London Corn Trade Association, of the third part, being supplemental to an agreement, dated the first day of March, 1900, between the same parties, hereinafter to be called the principal agreement, whereby it is agreed by and between the said companies and association as follows:

1. Clause 7 of the principal agreement shall be read as if after the words, "in default payment to the shippers," in such clause, there were added the following words: "Representatives in England nominated for the purpose of receiving such payment, by an indorsement by the shippers on the bill of lading, or, failing such indorsement, then to the order of the holder in London of the bill of lading."

2. To the clause to be stamped on the bill of lading, as provided by Clause 12 of the principal agreement, there shall be added after the words "1st of March, 1900," therein the words "as varied by agreement dated the 29th day of January, 1901."

3. After the words, "approval of the association," at the end of the said Clause 12, shall be added the words, "except such alterations as the parties of the first part may think necessary to make in regard to goods other than grain carried under such bill of lading, but so that the alterations shall not either directly or indirectly prejudicially affect the provisions of the principal agreement as varied by this agreement."

4. In all other respects the principal agreement is confirmed.

## SELECTION OF SEED CORN.

The essential point in the selection of seed corn is the pedigree of the variety. It has been impossible in the past to secure corn from a variety whose history was well established and whose characteristics were well known. This year, for the first time in the history of corn growing, it is possible to secure seed corn from recognized varieties, with well-known characteristics and authentic histories of origin, cultivation and methods of selection, says Prof. A. D. Shamel in Orange Judd Farmer. All progress in stock breeding has been made through long generations of careful breeding and selection. The progressive and successful stockman always secures pedigreed blood for breeding purposes. It has not been known until recently, however, that corn responds to selection as readily as cattle, and that in order to improve yields and profits, pedigreed seed corn must be secured.

There are at present seven recognized varieties of corn. Doubtless more will be added to this list in the near future. The very fact that we have rival breeds of white and yellow corn will incite corn breeders to the production of new varieties and to the improvement of the old. Among the white varieties we have Boone Co. White, Silver Mine and White Prolific, and in the yellow varieties Leaming, Golden Eagle, Reid's Yellow Dent and Riley's Favorite. For the northern section of Illinois Silver Mine, Riley's Favorite and Reid's Yellow Dent mature well and yield heavily. For the central section, Leaming, Golden Eagle, Reid's Yellow Dent, Boone Co. White and White Prolific give best results. In the southern section Boone Co. White, Leaming and Riley's Favorite give the best returns.

If it is desirable to breed seed corn for the individual farm, a good sample of extra selected seed should be secured from some reliable seed corn breeder, and a systematic plan observed in improving this seed. The variety should be adapted to the locality and purposes for which it is grown. The older varieties give the best results simply because they have had the undesirable qualities, such as poor stalks, barren stalks, poor

ears and other poor characteristics weeded out by careful selection. It should be the aim of the man who intends to grow his own seed to improve on the present variety characteristics by continued selection. The Illinois Experiment Station has found that such selection pays. In careful tests, conducted for the past thirteen years by this station, of the comparative yields of the varieties of corn, the old standard varieties have yielded almost double those of scrub varieties now being grown in the state.

When we realize that the average yield of Illinois is less than forty bushels to the acre, and that with only one stalk in the hill planted the ordinary distance apart, yielding an average sized ear to every stalk, the yield would be over fifty bushels to the acre, we begin to see the possibilities of a pedigreed corn. Why do we not get an ear on every stalk, and every ear of average, uniform size? For the same reason that when we pay no attention to selection of breeding parents among the breeds of live stock, the result is a very poor lot of animals.

## A YEAR'S WORK AT KANSAS CITY.

E. D. Bigelow, secretary of the Kansas City Board of Trade, has published some statistics of the grain business of Kansas City, from which the figures below are taken.

The receipts of grain for 1900 were as follows:

Wheat, bushels .....	34,775,450
Corn, bushels .....	8,334,250
Oats, bushels .....	3,341,600
Rye, bushels .....	170,950
Barley, bushels .....	16,000

Total bushels of grain.....	46,638,250
Flaxseed, bushels .....	277,500
Hay, tons .....	137,070

Following are the receipts of wheat and corn and the total of all grains for the past ten years:

Year.	Wheat.	Corn.	Total of all grains.
1891 .....	16,396,491	11,849,205	28,245,696
1892 .....	31,161,000	13,657,100	44,818,100
1893 .....	17,170,360	14,734,350	31,904,710
1894 .....	9,518,400	10,733,450	20,251,850
1895 .....	8,230,800	8,295,500	16,526,300
1896 .....	6,978,600	13,215,300	20,193,900
1897 .....	26,121,600	20,209,500	46,331,100
1898 .....	28,731,300	13,077,750	41,809,050
1899 .....	20,363,850	8,759,250	29,123,100
1900 .....	34,775,450	8,334,250	43,109,700

Following were the receipts and shipments of grain into and by elevators in 1900:

	Receipts.	Shipments.
Wheat, bushels .....	20,752,919	20,431,336
Corn, bushels .....	5,017,809	4,888,679
Oats, bushels .....	784,214	732,857
Rye, bushels .....	96,952	89,726

Total of all grains .....

Following is a list of the elevators in operation in Kansas City, with statement of storage and handling capacities, with year of construction:

Names of Elevators and Proprietors.	Storage Handling capacity, capacity.		Year.
	1900.	1900.	
Missouri, Moore Grain & Elev. Co....	350,000	65,000	1879
Kaw, Kaw Grain & Elev. Co.....	45,000	30,000	1880
Crescent, Harroun Commission Co....	200,000	40,000	1881
Sun, McReynolds & Co. ....	300,000	50,000	1882
Exchange, Hall & Robinson .....	300,000	50,000	1883
Diamond, C. F. Orthwein's Sons.....	55,000	20,000	1884
Eclipse, Harroun Commission Co.....	75,000	25,000	1885
Empire, Kemper Grain Co.....	400,000	20,000	1886
Star, Geo. A. Adams Grain Co.....	45,000	15,000	1887
National, S. C. Lee Grain Co.....	100,000	20,000	1888
Union Pacific, Midland Elevator Co....	1,000,000	250,000	1889
Argentine, Argentine Elevator Co.....	150,000	40,000	1890
A. T. & S. F. Richardson & Co., inc.	750,000	150,000	1891
Rosedale, Johnson, Brinkman Commission Co.....	65,000	20,000	1892
Rock Island, Chas. Counselman & Co.	175,000	40,000	1893
Maple Leaf, M. H. McNeil, Mgr.....	1,000,000	300,000	1894
Belt Line, Brinkman, Reinertsen Co...	100,000	30,000	1895
Memphis, Memphis Elevator Co.....	150,000	40,000	1896
Southern, Southern Grain Co.....	40,000	10,000	1897
Keller Milling Co. ....	250,000	50,000	1898
Zenith Mills, Zenith Milling Co.....	50,000	15,000	1899
Interstate, Arms & Kidder .....	50,000	20,000	1900
Rex Mills, Rex Milling Co.....	225,000	60,000	....
Merchants' Warehouse, Harroun Commission Co.....	240,000	30,000	....
Gate City Warehouse, Nelson Grain Co. ....	200,000	10,000	....
Kansas City Oatmeal & Cereal Co....	25,000	8,000	....
Twelfth Street, Geo. I. Kimball & Co.	25,000	6,000	....
Total .....	6,365,000	1,414,000	

Frederick Wesser, once a station agent of the Milwaukee Railroad Company, was on February 12 lodged in Sioux Falls penitentiary for the bold and unique theft of several carloads of wheat in transit. He was caught in Kansas, where he had purchased a farm with the proceeds of his theft.

## CROP REPORTS

Growing grain in Oregon is reported in good condition, except where damaged by fly. In some places it has been necessary to replant.

The wheat crop of Michigan has been well protected by a thick covering of snow and was not damaged by the cold weather of February.

Charles Orthwein, the well-known Kansas City grain dealer, says that the acreage of wheat in Oklahoma this year is much larger than last year, and that the production will probably be at least 35,000,000 bushels.

The area of winter wheat sown in Kansas is 4,567,510 acres, an increase of 7 per cent over last year's sowing. The average condition for the entire state is 100 per cent. The prospects for a phenomenal crop this year are excellent.

Lack of moisture is proving disastrous to the growing wheat in Clarke County, Virginia. The winds have blown the dirt away from the roots of the plant and left them exposed to the cold. The crop will be somewhat reduced on this account.

The condition of wheat in Ohio on March 1 was placed by the state report at 71 per cent. The area is reduced from that of former years. The condition last year was but 56 per cent of an average, owing to the ravages of the fly, which are not so serious this year.

From some portions of the middle and southern states come reports of crop damage by alternate freezing and thawing. The cold weather which prevailed during the last week of February and first week of March damaged the wheat crop considerably in the less favored sections.

The Illinois crop bulletin for February shows that growing wheat in the northern section of the state has not been injured by the severe weather, but that in the central and southern portions the alternate thawing and freezing have damaged the crop. Rye appears to have suffered less than wheat.

California's wheat acreage for 1901 is estimated at a million acres more than last year, or nearly four million acres, which will probably yield between 50,000 and 60,000 bushels. An unusually cold winter has delayed the crop, but copious rains have placed wheat in excellent condition. The barley crop is reported as very promising.

The first Kentucky wheat crop report for this year has been compiled by State Commissioner of Agriculture Nall, and shows that the wheat crop is in worse condition than it has been for many years. The per cent of condition is only 68. This poor showing is caused by many freezes and lack of snow protection and damage by Hessian fly.

The report of the Weather Bureau of the Agricultural Department at Washington March 1 shows that the cold weather during February has not interfered with the farm work usually performed during the winter months. In the Southern states extensive preparations for spring planting have been made. In Southern Texas and in Florida some corn has been planted, and oat seeding has begun in portions of the Central Gulf States. Over the southern portion of the winter wheat region, owing to general lack of snow protection and alternate freezing and thawing, the reports respecting winter wheat are for the most part unfavorable, but over the northern portion there has generally been ample snow covering, and the reports indicate that the crop is in very promising condition.

The March report of the statistician of the Department of Agriculture shows the amount of wheat remaining in farmers' hands on March 1 to have been about 128,100,000 bushels, or 24.5 per cent of last year's crop, as compared with 158,700,000 bushels, or 29 per cent, of the crop of 1899, on hand on March 1, 1900, and 198,000,000 bushels or 29.3 per cent, of the crop of 1898, on hand on March 1, 1899.

The corn in farmers' hands is estimated at 776,200,000 bushels, or 36.9 per cent of last year's crop, against 773,700,000 bushels, or 37.2 per cent, of the crop of 1899, on hand on March 1, 1900, and 800,500,000 bushels, or 41.6 per cent of the crop of 1898, on hand on March 1, 1899.

Of oats there are reported to be about 292,800,000 bushels, or 36.2 per cent of last year's crop, still in farmers' hands, as compared with 290,000,000 bushels, or 36.5 per cent of the crop of 1899, on hand March 1, 1900, and 283,000,000 bushels, or 38.7 per cent, of the crop of 1898, on hand March 1, 1899.

The concrete elevator of Peavey & Co. at Duluth now contains more than a million bushels of grain and is being gradually filled. There has been no sign of weakness since the break previously recorded, so that the owners are convinced of the success of their plans.

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, March 9, 1901, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore .....	319,000	838,000	181,000	81,000	.....
Boston .....	872,000	585,000	157,000	.....	.....
Buffalo .....	2,910,000	.....	.....	39,000	641,000
do. afloat .....	1,014,000	.....	.....	.....	.....
Chicago .....	11,293,000	4,449,000	3,197,000	512,000	253,000
do. afloat .....	57,000	2,506,000	1,341,000	1,000	.....
Detroit .....	429,000	502,000	1,000	29,000	25,000
Duluth .....	7,721,000	4,267,000	1,017,000	310,000	75,000
do. afloat .....	.....	.....	.....	.....	.....
Fort William .....	1,521,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Galveston .....	1,201,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Indianapolis .....	199,000	29,000	30,000	2,000	.....
Kansas City .....	1,234,000	614,000	18,000	.....	.....
Milwaukee .....	1,047,000	685,000	777,000	1,000	27,000
do. afloat .....	.....	128,000	322,000	.....	72,000
Minneapolis .....	16,969,000	364,000	2,203,000	15,000	28,000
Montreal .....	100,000	15,000	189,000	9,000	38,000
New Orleans .....	309,000	1,200,000	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
New York .....	3,834,000	1,086,000	256,000	29,000	164,000
do. afloat .....	.....	.....	.....	.....	.....
Peoria .....	11,000	408,000	682,000	40,000	21,000
Philadelphia .....	438,000	636,000	111,000	.....	.....
Pt. Arthur, Ont. .....	250,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
St. Louis .....	3,504,000	736,000	40,000	8,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toledo .....	578,000	1,900,000	305,000	9,000	1,000
do. afloat .....	.....	.....	.....	.....	.....
Toronto .....	76,000	.....	3,000	.....	10,000
On Canals .....	.....	.....	.....	.....	.....
On Lakes .....	.....	.....	.....	.....	.....
On Miss. River .....	16,000	86,000	.....	.....	.....
Grand Total .....	55,892,000	21,014,000	10,838,000	1,115,000	1,355,000
Corresponding date 1900 .....	53,898,000	21,060,000	6,401,000	1,170,000	1,061,000
Weekly Inc. .....	1,994,000	2,054,000	288,000	.....	.....
Weekly Dec. .....	1,942,000	.....	48,000	.....	175,000

\* Repeated from last week.

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending March 9, as compared with same weeks last year, have been as follows:

Articles.	For week ending Mar. 9, 1901.	For week ending Mar. 10, 1901.	For week ending Mar. 2, 1900.	For week ending Mar. 3, 1900.
Wheat, bushels .....	1,965,000	937,000	2,149,000	738,000
Corn, bushels .....	2,812,000	2,405,000	4,324,000	3,013,000
Oats, bushels .....	288,000	554,000	555,000	533,000
Rye, bushels .....	.....	34,000	580,000	26,000
Barley, bushels .....	41,000	117,000	29,000	169,000
Flour, barrels .....	235,100	281,200	397,500	333,300

## RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending March 12 has been as follows:

February.	NO. 2* R.W.H.T.	NO. 1* S.P.W.H.T.	NO. 2 CORN.	NO. 2 OATS.	NO. 2 RYE.	NO. 1 N.W. FLAXSEED
12	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
13	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
14	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
15	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
16	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
17	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
18	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
19	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
20	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
21	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
22	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
23	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
24	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
25	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
26	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
27	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
28	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
29	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
30	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
31	74 1/2	76 1/2	73 1/2	38 1/2	38 1/2	25 1/2
March—	75	77	74	39 1/2	39 1/2	26
1	75	77	74	39 1/2	39 1/2	26
2	75	77	74	39 1/2	39 1/2	26
3	75	77	74	39 1/2	39 1/2	26
4	75	77	74	39 1/2	39 1/2	26
5	75	77	74	39 1/2	39 1/2	26
6	75	77	74	39 1/2	39 1/2	26
7	75	77	74	39 1/2	39 1/2	26
8	75	77	74	39 1/2	39 1/2	26
9	75	77	74	39 1/2	39 1/2	26
10	75	77	74	39 1/2	39 1/2	26
11	75	77	74	39 1/2	39 1/2	26
12	75	77	74	39 1/2	39 1/2	26

\* Nominal price. † Holiday.

During the week ending February 15, Prime Contract Timothy Seed sold at \$4.45@4.55 per cental; Prime Contract Clover Seed at \$11@11.50; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.30; Buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending February 22, Prime Contract Timothy Seed sold at \$4.35@4.40 per cental; Prime Contract Clover Seed at \$11.00@11.15; Hungarian at \$0.85@1.15; German Millet at \$0.90@1.30; Buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending March 1, Prime Contract Timothy Seed sold at \$4.40 per cental; Prime Con-

tract Clover Seed at \$10.75@11.00; Hungarian at \$0.85@1.10; German Millet at \$0.90@1.20; Buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending March 8, Prime Contract Timothy Seed sold at \$4.40 per cental; Prime Contract Clover Seed at \$10.75; Hungarian at \$0.85@1.10; German Millet at \$0.90@1.20; Buckwheat at \$0.80@1.15 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1901:

**BAITMORRE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	429,685	335,317
Corn, bushels .....	4,657,618	3,568,076
Oats, bushels .....	295,916	184,223
Barley, bushels .....	24,497	.....
Rye, bushels .....	70,048	19,572
Timothy Seed, bushels .....	687	697
Clover Seed, bushels .....	12,168	10,711
Hay, tons .....	4,300	4,234
Flour, bbls. ....	230,942	262,272

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	351,666	467,918
Corn, bushels .....	1,179,633	577,354
Oats, bushels .....	507,013	517,185
Barley, bushels .....	19,340	154,386
Rye, bushels .....	.....	.....
Flax Seed, bushels .....	.....	.....
Hay, tons .....	11,500	11,090
Flour, barrels .....	114,057	157,250

**CHICAGO**—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	1,361,904	1,198,110
Corn, bushels .....	8,103,630	14,984,419
Oats, bushels .....	8,116,833	8,448,926
Barley, bushels .....	1,063,200	1,891,858
Rye, bushels .....	151,037	151,510
Timothy Seed, lb. ....	2,149,695	5,151,150
Clover Seed, lb. ....	834,373	1,086,775
Other Grass Seed, lb. ....	1,763,312	1,200,769
Flaxseed, bushels .....	260,250	284,979
Broom Corn, lb. ....	1,150,100	257,200
Hay, tons .....	10,171	14,341
Flour, barrels .....	854,482	1,269,630

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	75,789	104,103
Corn, bushels .....	608,112	781,550
Oats, bushels .....	383,345	281,500
Barley, bushels .....	119,399	100,350
Rye, bushels .....	88,444	10,850
Timothy Seed, bags .....	4,340	4,480
Clover Seed, bags .....	4,024	4,649
Other Grass Seeds, bags ..	3,559	7,841
Hay, tons .....	7,584	6,437
Flour, barrels .....	244,940	148,071

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	120,742	154,260
Corn, bushels .....	1,447,019	1,243,313
Oats, bushels .....	856,742	519,386
Barley, bushels .....	14,975	10,200
Rye, bushels .....	.....	.....
Flaxseed, bushels .....	.....	.....
Hay, tons .....	3,222	6,615
Flour, barrels .....	39,930	54,800

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	94,288	81,577
Corn, bushels .....	351,065	230,248
Oats, bushels .....	178,357	116,616
Barley, bushels .....	133,679	38,450
Rye, bushels .....	29,682	15,601
Hay, tons .....	.....	.....
Flour, barrels .....	21,100	10,300

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	750,472	3,222,975
Corn, bushels .....	2,111,526	337,371
Oats, bushels .....	85,261	4,213
Barley, bushels .....	.....	27,435
Rye, bushels .....	21,286	19,639
Flaxseed, bushels .....	42,651	5,592
Flour, barrels .....	14,475	13,250

**GALVESTON**—Reported by Dr. S. O. Young, secretary of the Cotton Exchange and Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	.....	1,073,116
Corn, bushels .....	.....	594,625

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	1,496,000	696,150
Corn, bushels .....	978,000	1,191,750
Oats, bushels .....	330,000	319,000
Barley, bushels .....	9,600	2,400
Rye, bushels .....	13,650	7,150
Flaxseed, bushels .....	12,500	2,500
Hay, tons .....	10,140	8,720
Flour, barrels .....	.....	89,400

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	623,250	780,500
Corn, bushels .....	204,300	591,600
Oats, bushels .....	552,000	1,136,400
Barley, bushels .....	831,250	1,252,050
Rye, bushels .....	72,750	197,800
Timothy Seed, lb. ....	94,360	408,295
Clover Seed, lb. ....	124,345	240,665
Flaxseed, bushels .....	1,450	725
Hay, tons .....	1,423	2,145
Flour, barrels .....	152,225	117,735

**MINNEAPOLIS**—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	6,302,330	6,408,644
Corn, bushels .....	2,153,650	660,639
Oats, bushels .....	1,097,390	509,100
Barley, bushels .....	102,560	154,320
Rye, bushels .....	20,210	33,450
Flaxseed, bushels .....	306,060	95,510
Hay, tons .....	4,004	832
Flour, barrels .....	14,797	27,195

**PEORIA**—Reported by R. C. Grier, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels .....	31,150	28,000
Corn, bushels .....	1,873,800	1,810,150
Oats, bushels .....	1,021,500	515,000
Barley, bushels .....	30,700	7,800
Rye, bushels .....	218,950	141,500
Mill Feed, tons .....	2,710	640
Seeds, lb. ....	300,000	330,000
Broom Corn, lb. ....	45,000	45,000
Hay, tons .....	2,559	3,100
Flour, barrels .....	100,050	31,050

**PH**

# ELEVATOR

## GRAIN NEWS

### AMONG CHICAGO'S ELEVATORS.

Geo. A. Seaverns' Mabbitt Elevators have recently installed a new separator. This plant has run steadily during the past season.

The Indiana Elevator, operated by the American Cereal Company, recently installed three new rubber elevator belts, each 170 feet long.

The Chicago & Grand Trunk Transfer Elevator No. 1, operated by Rogers, Bacon & Co., is now running at full capacity after a period of idleness.

McReynolds Elevator A at South Chicago closed down on March 2 after a very busy season. The plant will be thoroughly overhauled from cupola to the ground floor.

Armour Elevator Company's Columbia Elevator is in active operation, but will be closed down for an indefinite period after all the grain now in the bins is shipped out.

The St. Paul & Fulton Elevator has done no work since the middle of January, and the prospects are that it will remain idle until the opening of navigation. The foreman and engineer remain on duty days.

Armour Elevator F, at Fifteenth Place and the South Branch, is still idle. A new elevator belt is to be installed, the walls of the boiler house rebuilt and the boiler furnace reset. The dock is being rebuilt.

The Middle Division Elevator at Harvey and the Galena Elevator at Rush and North Water streets have joined the list of idle houses. The latter will probably remain shut down until the opening of navigation.

The Grand Crossing Elevator recently installed a dynamo for lighting the plant by electricity. After using it for a short time they took it out and returned to the use of oil lanterns. We do not know the reason for this change.

The New England Elevator, recently rechristened Grand Trunk Elevator No. 3, after a dormant period of five months, commenced working again on March 11. This plant, situated at Morrell Park, is operated by La Sier & Hooper. Ed. Bauder is superintendent.

The Chicago & Danville Elevator, operated by Carrington, Hannah & Co., is running rather light at present, transferring grain being the principal work done. A new metal smokestack has been placed on the boilers and minor repairs made throughout the house.

The National Elevator, with a capacity of 800,000 bushels, has been working only at intervals of late. Its fire pump has been overhauled and repaired. This is the only house in Chicago that can boast of having its elevator heads, legs, boots, spouts, gars and scale bins all made of iron.

The Nebraska City Packing Company's elevators have been closed down for an indefinite period. Advantage has been taken of this lull in business to add needed improvements, including new elevator heads and two elevator belts, each 320 feet in length. All spouts and hoppers are being relined.

The completion of the B. & O. Transfer Elevator E at South Chicago has left the Jumbo Transfer Elevator idle, after having done the transferring at this point for a number of years. Its removal is said to be contemplated to some other point on the road, where its services can be utilized to advantage.

Armour Elevator C, on the Burlington Slip and Chicago River, has been run for a day or two at intervals of a week or more during the past season. The idle periods have been taken advantage of to make some necessary repairs. New arches have been built under the boilers, the engine overhauled and a new 250-foot rubber elevator belt installed.

Michigan Central Transfer Elevator A, located at Kensington, is to be entirely remodeled this spring. The train sheds are to be rebuilt to accommodate cars of the largest size, new boots and elevators installed and the capacity of the plant doubled. This house is owned by the Michigan Central Railroad Company and operated by F. H. Mealiff. Albert Keller is the superintendent.

Rock Island Elevator B, after a rather quiet period, has been the scene of much activity of late. During the past few days it has shipped east by rail over 350,000 bushels of corn. On the 6th inst. the steamer Codorus, of the Anchor Line, was loaded with 101,000 bushels of corn for storage until navigation opens, when she will proceed to Buffalo. The railroad tracks at this house have been lowered six inches to accommodate the large

sized cars now so universally used, and which it has heretofore been unable to do. This plant is operated by Charles Counselman & Co. Jeremiah McKee is the superintendent.

At the Wabash Elevator the boiler furnaces are receiving new brick linings. New breechings are also being placed and other minor improvements made. This house has been idle for over five months, the last operator being the Chicago Elevator Company. We understand the American Cereal Company negotiated with the Wabash Railway Company for a lease of the property but the deal has not been consummated.

Armour Elevator D, at Morgan Street and the West Branch of the river, is one of the few houses that have been kept somewhat busy during the past three months. Several improvements have recently been made there, including the installation of an Eureka Oat Clipper of 2,400 bushels' hourly capacity, to take the place of a smaller home-made machine. A new 60-inch Sturtevant Fan was also put in. The storage capacity of this house is 1,500,000 bushels.

Armour Elevator E, at Sixteenth Street and the South Branch of the Chicago River, is again in active operation after a long period of idleness, during which many repairs and improvements were made. At present an upright shaft is used for transmitting power. At an early date this is to be removed and a rope drive substituted which will greatly increase the present working capacity. Outside of this plant is a busy scene, for in the slip are several barges and steam pile drivers owned by the contractors who are building a complete new dock and dredging out the slip. This property is owned by the C. B. & Q. R. R. Co. and operated by the Armour Elevator Company. The capacity is 1,700,000 bushels.

The Fitchburg Elevator, located at Thirty-ninth Street and Stewart Avenue, recently had a narrow escape from being destroyed by fire. One morning an overheated bearing caused the woodwork to catch fire but it was discovered, and by the aid of a Miller Chemical Extinguisher was quickly put out. It seems, however, that a spark must have fallen into an empty bin and smoldered in the dust for several hours. Two men who were doing duty as watchmen discovered the blaze about 9 p. m. and turned in an alarm. The fire department quickly responded and ran their hose up to the bin floor and flooded the bin. The only damage resulting was the boots and tacks getting filled with water and freezing up, thereby incapacitating the plant from duty for several days. This house has a capacity of 100,000 bushels, is owned by the E. J. Lehman Estate and operated by the Williams Grain Company.

### ILLINOIS.

An elevator is to be built at Etna, Ill.

The elevator at Media, Ill., is to be rebuilt at once.

E. G. Cole is the successor of Cole Bros. at Toulon, Ill.

W. F. Boer has sold out his grain business at Meredosia, Ill.

An elevator may be built at Poplar Grove, Ill., by J. S. Willott.

F. E. Abbey is now proprietor of the new elevator at Biggsville, Ill.

The Farmers' Elevator Co., Wellington, Ill., will go out of business.

Henry Grube has begun work on his new elevator at West Brooklyn, Ill.

August Zuindahl will build a grain elevator on his farm near Forreston, Ill.

Joseph Wiley has purchased the John R. Martin elevator at Allenville, Ill.

The Farmers' Elevator Co. of Shannon, Ill., have declared their first dividend.

Snffern, Hunt & Co., Decatur, Ill., are erecting a 50,000-bushel corn elevator.

J. E. Poole of Essex, Ill., has been succeeded by C. F. Skinner of Emington.

Another elevator will probably be built at Secor, Ill., by J. M. Murray of Eureka.

Austin & Thornton, Gardner, Ill., have been succeeded by J. W. Thornton & Son.

Aug. Fumfsenn continues the grain business of Fumfsenn & Walzer at Culton, Ill.

Coon Bros. of Rantoul have purchased H. S. Goodman's elevator at Bondville, Ill.

Geo. Susdorf & Son of Rantoul, Ill., will build bins for holding 20,000 bushels of oats.

Cowen Bros., recently of Chatsworth, have leased the Hahn & Seemantle elevator at Dwight, Ill.

The J. Rosenbaum Grain Company, recently organized at Chicago, with a capital of \$500,000, are

reported as intending to build a large elevator at South Chicago.

Zeller & Hutchinson have sold their grain elevator at Harmon, Ill., to the Neola Elevator Company.

The car shortage along the main line of the Illinois Central is said to be improving at some points.

J. F. Leising of Goodenow is building a grain elevator and hay warehouse at Chicago Heights, Ill.

W. S. Russell will enlarge and improve his elevator at Allentown, Ill., as soon as the weather permits.

An elevator will probably be built at the junction of the C. & A. and I. C. railroads at New Holland, Ill.

Joseph Wallace is building a hay and grain warehouse as an addition to his feed store at Chicago Heights, Ill.

J. A. Harrison is reported as having sold his interest in the grain business of Harrison & Brooks at Stanford, Ill.

T. W. Buxton and W. C. Trabue are about to erect a 30,000-bushel elevator in the Vandalia yards at Lovington, Ill.

Wm. Humphrey, grain dealer, of St. Charles, Ill., has been succeeded by the West Side Lumber & Supply Company.

Tegge Bros. of Papineau have leased the Wamba Elevator at Martinton, Ill., and J. M. Ruch is buying grain for them.

Samuel Ricketts of Vermillion has purchased from the estate of Elmer E. Davis the elevator at Sullivan, Ill., for \$2,750.

An elevator at Millington, Ill., is said to have averaged 3,000 bushels of grain daily during the month of February.

The Hazenwinkle Grain Co. may open a general store at Kerrick, Ill., for the accommodation of farmers in that vicinity.

T. L. Reed & Co. have awarded the contract to G. T. Burrell & Co. for a new 40,000-bushel grain elevator at Star City, Ill.

W. D. Winter is preparing to enlarge his elevator at Garfield, Ill. A gasoline engine and improved scales will also be added.

S. M. Postlewait of Jamaica, Ill., has sold his elevator and grain business to W. I. Baird, formerly agent for the C. & E. I. Railway at that place.

The Leonard Seed Co. of Chicago has been incorporated with a capital stock of \$150,000, by Simeon F. Leonard, John C. Leonard and John M. Clark.

The Turner-Hudnut Company of Pekin, Ill., have leased ground at Conover Siding and expect to improve their facilities for handling grain at that point.

The New Holland Grain & Coal Co., New Holland, Ill., has been incorporated with a capital stock of \$4,000, by J. M. Sharp, C. W. Mangold and Koert Bartman.

Milmine, Bodman & Co. have sold their elevator plant, with crib room for 125,000 bushels of corn, at Homer, Ill., to J. M. Current, formerly in the grain business at Fairmont. W. W. Mudge was manager of this house.

Marshall Bros. & Pritchard of Belvidere, Ill., purchased the Geo. W. Banks elevator at Irene and took possession on March 1. The elevator is on the Illinois Central Railroad, and will be in charge of Mr. Pritchard, who has been with Marshall Bros. for the past four years.

Frank Hall, a member of the firm of E. S. Easton & Co., at Peoria, Ill., has purchased the Easton interest in the business, and will continue to conduct it under the name of Frank Hall & Co. Mr. Hall has been connected with the business for 30 years, most of this time as a partner. Besides the Peoria business the concern owns a goodly number of country elevators.

### SOUTHERN.

An elevator is to be built at Grove, Ind. Ter.

B. V. Pickerill & Co. have sold out their grain business at Louisville, Ky.

The Nolin Milling Company, Nolin, Ky., will build a 75,000-bushel elevator in the spring.

Boney & Harper are building a 14,000-bushel grain storage bin at Wilmington, N. C.

Harsh & Williams succeed P. W. Harsh in the feed and grain business at Nashville, Tenn.

Chas. F. Penzel has been appointed receiver for the Smith Grain Company, Little Rock, Ark.

J. W. Thompson of St. Louis, Mo., has been awarded a contract by the Texas & Pacific Railway for building a million-bushel elevator at Westwego, New Orleans, La. Work has been commenced and

the house will doubtless be the finest in the South in its equipment and arrangement.

The grain and feed firm of Amos Yeager & Co., at Louisville, Ky., has been succeeded by Amos Yeager.

The wholesale grain firm of Davis & Andrews at Memphis, Tenn., is being incorporated as the Davis & Andrews Company.

Jokusch, Davison & Co. of Galveston, Texas, are considering the matter of erecting a 200,000-bushel elevator at Fort Worth, Texas.

S. B. Van Armsdale and L. R. Newton are trying to organize a \$50,000 company at Owensboro, Ky., to build an elevator and flouring mill.

John Stelling, Columbia, S. C., has moved his grain and feed business into a new warehouse on the line of the Columbia, Newberry and Laurens Railway.

The license schedule in Alabama for warehouse and elevator companies is as follows: In towns and cities of more than 20,000 inhabitants, \$20; 20,000 inhabitants and less, \$10.

A recent incorporation is the Werkheiser-Polk Mill and Elevator Company of Temple, Texas. Purpose, to construct, purchase and maintain mills and grain elevators; capital stock, \$25,000; incorporated by Huling P. Robertson, George C. Pendleton, A. F. Bentley and others.

The following parties are reported as contemplating the erection or remodeling of cotton seed oil mills: J. E. Brown, New Albany, Miss.; Atlantic Cotton Oil Company, Sumter, S. C.; Holt & Bro. Sandersville, Ga.; Bluffton Mill & Ginning Company, Bluffton, Ga.; A. Paulhamus, Beaumont, Texas; S. O. Garlington, Garlington, S. C.; T. L. Bryant, Mt. Vernon, Texas; D. A. Carter, Arlington, Ga.; M. S. Curtis, Memphis, Tenn.; the Planters' Oil Company, Albany, Ga. W. C. Pardue, secretary, Brandon, Texas; George A. Wright, Palestine, Texas.

#### CENTRAL.

W. J. Jenkins will build an elevator at St. Paris, Ohio.

A grain elevator is said to be needed at Battle Ground, Ind.

M. B. Clark, president of the Union Elevator Co., Cleveland, Ohio, is dead.

Goodrich Bros. of Winchester, Ind., are building an elevator at Ridgeville.

Hart Bros. of Flushing, Mich., will build an elevator at Montrose this spring.

Thomas & Kraub have purchased Robt. S. Green's grain business at Sidney, Ohio.

W. H. Benedict is preparing to rebuild his burned elevator at Vermontville, Mich.

W. P. Gage has begun work on a new elevator and warehouse at Delaware, Ohio.

Geo. Langdon & Son of Ida, Mich., have sold their elevator and grain business.

Murphy & Ryburn continue the grain business of Jesse Murphy at Glenwood, Ind.

Frank Rohrabach will rebuild the elevator recently destroyed by fire at Radnor, Ind.

Aaron Levy & Co. have sold out their grain business and general store at Butler, Ind.

Harry Dragoo has purchased an interest in the grain business of P. L. Bishop at Auburn, Ind.

Swaim & Madden of Kingman, Ind., have leased and are now operating the Shulenburg Elevator.

Magee & Pafenbach are now doing a rushing business in their fine new elevator at Elmore, Ohio.

J. W. McMillen continues the grain business of the late firm of McMillen & Witmore at Van Wert, Ohio.

C. S. Bash and F. M. Thurber are said to be interested in the building of a new elevator at Ossain, Ohio.

The Archbold Milling & Elevator Co., Archbold, Ohio, has been incorporated with a capital stock of \$40,000.

Joseph Stewart has entered into partnership in the grain business of E. R. Wooley at Pleasantville, Ohio.

John F. Deck has sold his elevator at Attica, Ind., to Robert Sims of Frankfort, possession being given on March 11.

Leach Bros. & Burt of Marlette, Mich., inform us that they will build an elevator at Capae this coming summer.

The Toledo Salvage Company, Toledo, Ohio, with \$100,000 capital stock, has been incorporated by Arthur E. Klauser, Herman R. Klauser, Otis Beverstock, William H. Haskell and George C. Dunham.

It is founded to buy and sell goods, grain, etc., damaged by fire, water, etc.

It is reported that an elevator will probably be built on the Pan Handle Railroad at Dunkirk, Ind., this spring.

James L. Sebring of Kalamazoo, Mich., has sold to Walter J. Thomas his elevator and other property at Schoolcraft.

Pfeiffer & Miller, West Milton, Ohio, have dissolved partnership, and A. Pfeiffer continues the grain business alone.

A. H. Raabe is preparing to build a new elevator at Cloverdale, Ohio. He is now getting material on the ground for the building.

O. J. Fatzinger of Kempton and Eli E. Bogau of Attica, Ind., have purchased the J. M. Bradford elevators at Attica and Cyclone.

Armstrong Colvert has sold his elevator at Attica, Ind., to N. J. Lee of Crawfordsville. The transfer will be made on April 1.

The safe in Sneath & Cunningham's elevator at Green Spring, Ohio, was blown open by burglars recently and a small amount of cash taken.

J. B. Jacoby's elevator office at Seven-Mile, Ohio, was entered by burglars one night recently. The door of the safe was blown off and \$10 secured.

R. M. Sims, who recently sold his grain business at Wingate, Ind., is spending the winter in the South, making Atlanta, Ga., his headquarters.

The Berne Grain & Hay Co., Berne, Ind., has been incorporated with a capital stock of \$20,000. The directors are Michael Zehr, Samuel Egly and Emil Erhart.

Beedle & Hanser have completed their 5,000-bushel elevator at Troy, Ohio. The equipment includes a corn sheller and they contemplate putting in a feed grinding outfit.

The O'Donnell Elevator Co. of Cleveland, Ohio, has been incorporated with \$50,000 capital stock by E. J. Blandin, W. L. Rice, A. E. Green, M. J. O'Donnell and Allison J. Thompson.

Patty & Coppock of Fletcher, Ohio, inform us that they desire to correspond with the builders of modern elevators with a view to securing plans and contracting for the remodeling of their elevator.

Kitchell's Elevator Company of Kitchell's Station, Union County, Ind., has been incorporated with a capital stock of \$10,000. The directors are E. A. Kitchell, James Allen, Wm. C. Hart, Cary Toney and Jacob C. Kitchell.

The Stockbridge Elevator Co. of Jackson, Mich., has arranged to build a large grain elevator and bean warehouse at Alma this spring. For the present they are doing business there in a portion of the Pere Marquette freight depot.

Royce & Coon of Bowling Green, Ohio, have incorporated as the Royce & Coon Grain Co. They operate 10 grain elevators, distributed as follows: Two at Bowling Green, one at Portage, one at Dnnbridge, one at Tontogany, one at Custar, one at Hoytville, one at Townwood and two at Latta. The officers are as follows: President, A. E. Royce, Bowling Green; vice-president, John J. Coon, Toledo; secretary and treasurer, J. B. Ballou, Bowling Green.

#### MISSOURI, KANSAS AND NEBRASKA.

An elevator was recently completed at Touhy, Neb.

McLeod Bros., Marietta, Kan., have sold out their grain business.

Wm. H. Smith, Osborne, Kan., has sold out his grain business.

The Parsons & Harkrader elevator at Iuka, Kan., has changed hands.

P. J. Cortelyou succeeds the grain firm of Cortelyou Bros. at Corning, Kan.

W. F. Peacock has succeeded Henry J. Lane in the grain business at Blue Rapids, Kan.

W. B. Hargleroad has sold his elevator interests at Holstein, Neb., and will go to Colorado.

Turner & Brenner have installed a 50-horsepower engine in their transfer and cleaning elevator at Wakefield, Neb.

The Hall & Robinson Grain Company of Kansas City will probably build an elevator at Yoder, Kan., in the near future.

H. J. Lane has sold his elevator at Blue Rapids, Kan., to W. F. Peacock of Abingdon, Ill., who has moved there and will buy live stock as well as grain.

W. M. Chatten of Claffin, Kan., and Robert Coates of Wichita propose to build an elevator at the latter place having about 100,000 bushels' capacity. It will be located on the neutral switch

tracks used by the new Watson flour mill and the proposed Nevling Elevator.

The Midland Elevator Co. closed its house at Green, Kan., last month, and transferred Mr. Silsbee, the buyer, to Bavaria.

The firm of Snodgrass & Burroughs, Kansas City, Mo., was dissolved on March 1. Mr. Snodgrass will conduct a grain business under the name of Snodgrass & Co.

The S. K. Nevling Grain Co., Wichita, Kan., purposes to build an elevator there right away to have a capacity of at least 150,000 bushels. The company owns several small elevators in that section.

The elevator buildings in Omaha, formerly operated under lease by the Omaha Elevator Co., have been torn down by the Union Pacific Railroad Co., which owned them, to make room for coal pits and tracks. The Omaha Elevator Co. are using their large elevator facilities in Council Bluffs. It is said that this leaves but one elevator in Omaha, that of Haines & Merriam at Seventeenth and Nicholas streets.

#### EASTERN.

Charles E. Orr will build a storehouse for grain, flour and feed at Camden, N. Y.

The Neversink Distilling Co. will build a 50,000-bushel grain elevator at Exeter, Pa.

Will Loveland has purchased Will Dunn's grain business at North Springfield, Mass.

J. S. Perkins, Malden, Mass., will erect a building to accommodate his grain and hay business.

The New York Central Elevator at Lockport, N. Y., is being remodeled into a cold storage warehouse.

H. B. Hutchison & Co. will rebuild their elevator at Sterling, Va. The capacity will be about 4,000 bushels.

Guy Swett will erect a building at Manchester, Mass., to better accommodate his grain and hay business.

E. W. Hunt, Son & Co. of Atlantic City, N. J., are having plans prepared for a large grain and feed warehouse.

Patterson & Guild have succeeded S. K. Pierce in the wholesale and retail grain and feed business at Plymouth, N. H.

A. Felty contemplates erecting an up-to-date elevator at Fairmont, W. Va., and doing a large wholesale business in grain.

Joseph C. Wailes, a dealer in grain and mill feed at 1301 Patterson Avenue, Baltimore, Md., has filed a petition in bankruptcy.

Slate & Reed, Amherst, Mass., will dissolve partnership on April 1, and Seth J. Reed will continue the grain business as heretofore.

It is now stated that the B. & A. R. R. will not erect this year the large elevator on its docks at Boston, Mass., as reported a couple of months ago.

The Tradesmen's Grain Elevator & Storage Co., Philadelphia, Pa., has been dissolved by order of court. All but three shares of stock were held by the B. & O. R. R. Co.

A building permit has been issued to the Great Eastern Elevator Company, Buffalo, N. Y., to construct a \$150,000 fireproof elevator on the Buffalo River, near Peck's Slip.

J. G. Dearden has purchased his partner's interest in the firm of W. R. Brown & Co. at Holyoke, Mass. He will now conduct the hay, grain and flour business in his own name.

The work of driving piles for the foundation of the new Grand Trunk Elevator at Portland, Me., has begun. The need of a new elevator is said to have been very marked this season.

The W. J. C. Milliken Co. has been organized at Saco, Me., to deal in grain, hay, ice and provisions. The president is Flora J. Dennett and the treasurer J. C. Milliken, both of Old Orchard.

The William Hopps Grain & Hay Company was incorporated last month at Baltimore, Md., by Jacob E. Thomas, William Hopps, William Girvin Hopps, William M. Conn and Charles W. Norris. Capital stock, \$25,000.

The B. & M. is making important improvements at the Mystic Elevators in Charlestown, Boston. A gallery will be built around the elevator and chutes extended across the piers and freight sheds so that several vessels can be loaded with grain at the same time.

At the annual meeting of the Export Elevator Company, held at Buffalo, N. Y., on March 5, the following officers were chosen: President, H. H. Peters, of Bartlett, Frazier & Co., Chicago; vice-president, A. I. Valentine, of Armour & Co.; secretary and treasurer, George E. Marcy, Chicago; manager, H. D. Waters, Buffalo. These officers,

together with Walter Voss, constitute the board of directors.

Theo. L. Cross has been made permanent receiver for the Schenectady Elevating Co., Schenectady, N. Y., and directed to make sale of the property consisting of an old elevator and some real estate.

The three Niagara Elevators on Buffalo River, Buffalo, N. Y., have been purchased by the New York Central Railroad Company and will hereafter be operated in conjunction with City Elevators A and B, already owned by the Western Transit Company, which is the name of the Central's lake line. The Niagara Elevators, which are known as Nos. 1, 2 and 3, have an aggregate capacity of more than 2,000,000 bushels, while those of City A and B can handle 1,200,000, making a grand total of more than 3,200,000 bushels, and giving the Central facilities for handling more grain than any other corporation on the great lakes.

#### IOWA.

Larson & Ericson is a new grain firm at Roland, Iowa.

Hunick Bros. have sold their elevator at Ottosen, Iowa.

William Riley has sold out his grain business at Larrabee, Iowa.

E. D. Hamlin lately succeeded I. C. Milhous at Van Cleve, Iowa.

Carson & Co. are successors to Carson & Ely at Iowa Falls, Iowa.

Simpson & McCollough have succeeded Cheney & Bennett at Marne, Iowa.

John F. Putzier recently completed a 15,000-bushel elevator at Mapleton, Iowa.

An elevator will be built at Berkley, Iowa, by the Peavey Elevator Company.

Davis & Anderson will soon begin the erection of an elevator at Glenwood, Iowa.

It is said that an elevator will be built at Flugstad, Iowa, during the summer.

Seibert Bros. have succeeded the Peavey Elevator Company at Forest City, Iowa.

A. F. Rickey of Griswold, Iowa, has leased the Rock Island Elevator at that place.

The grain firm of M. Crall & Sons at Burehinal, Iowa, has been succeeded by E. A. Crall.

The elevator belonging to the estate of Mrs. Geo. Hale at Washington, Iowa, was sold recently.

Weart & Lysaght of Cherokee, Iowa, have purchased Marvin Snyder's elevator at Cleghorn.

Frank Warner is building a 60,000-bushel elevator near the B., C. R. & N. depot at Center Point, Iowa.

C. A. Cole continues the grain and coal business of the late firm of Smith & Cole at Mason City, Iowa.

McKleeven & Eikenberry of Chariton, Iowa, will remodel the old elevator at Derby, Iowa, in the spring.

Frank Kuehl has purchased a half interest in Oscar Casey's grain and live stock business at Dysart, Iowa.

E. J. Edmonds & Co. of Marcus, Iowa, have purchased the Allin elevator at Hinton. They will buy live stock also.

J. E. Miller of Greene recently completed and put in operation at West Union, Iowa, a fine new elevator. He also buys hogs.

The St. Paul and Kansas City Grain Company will install a 10-horsepower gasoline engine in their elevator at McCallsburg, Iowa.

Austin & Hartwig recently succeeded Hayes & Hartwig at Williams, Iowa. Mr. Austin was formerly in the grain business at Gardner.

The Trans-Mississippi Grain Company have remodeled the elevator at Sergeants Bluff, Iowa, recently purchased from H. Fredericksen.

James Harper & Co., who are retiring from the grain business at Manson, Iowa, have sold their remaining elevator at that place to a Minneapolis grain company.

E. E. Huntley has purchased E. H. Smith's elevator at Salix, Iowa. Mr. Huntley formerly operated an elevator there. He has enlarged and remodeled the plant.

The Duncombe Elevator Company, Duncombe, Iowa, has been incorporated with a capital stock of \$30,000 by John Mallinger, J. S. Lundy, J. A. Daniels and P. T. Flynn.

The Spencer Grain Company of Minneapolis has filed a copy of its articles of incorporation with the secretary of state at Des Moines and has been granted permission to do business in Iowa. The

filing fee was \$317. The company is incorporated under the laws of West Virginia.

The firm of Gray & Whyte of Onawa, Iowa, also operating an elevator at Blencoe, has been dissolved. Mr. Whyte takes the elevator at Blencoe and Mr. Gray the one at Onawa.

The old Geo. Gray elevator at Gray, Iowa, has been purchased by Thos. Musson & Son of Audubon. They have made some repairs on the house and placed a buyer in charge.

Charles Counselman & Co. have just completed a line of elevators in Iowa, along the Gowrie & Northwestern Railroad. Capacities range from 25,000 to 40,000 bushels. G. T. Hounstain of Minneapolis was the architect and builder.

The Farmers' Co-operative Society of Rockwell, Iowa, did a business last year of \$624,251 with an expense of \$3,690, or about one-half of one per cent. Members are charged one-quarter of a cent per bushel for all grain sold to outside dealers.

Counselman & Co. are building a 40,000-bushel elevator at Manson, Iowa. It will be a first-class plant having two dumps, a large corn sheller and all modern appliances. It will be put in operation some time this month, in charge of Will Maher.

Conger, Crowley & Co. will improve their present elevator at Cushing, Iowa, or build a new one during the coming summer. The Trans-Mississippi Grain Company of Omaha are also said to be considering the matter of erecting an elevator at this point.

C. C. Buck, a grain dealer of Garwin, has purchased the farmers' elevator building at Toledo, Iowa, which has been idle for about eight years. He will repair it and equip it with modern machinery, including gasoline engine, sheller, cleaners, dumps, etc.

#### WESTERN.

C. N. Rice, dealer in grain and hay, has moved from Kettle Falls to Republic.

The grain and hay firm of Wielsch & Woods at Butte, Mont., has been dissolved.

Stewart & Lollich have succeeded Stewart & Hyde, grain dealers, at Long Beach, Cal.

C. H. Fortman of Helena, Mont., will continue the grain and hay business of the C. H. Fortman Company.

A. H. Fredson, manager of the Farmers' Hay Company, Hollister, Cal., contemplates building a grain warehouse.

The record of large grain cargoes loaded on the Pacific Coast was broken last month by a German bark, which cleared from Tacoma with 200,667 bushels.

The Tacoma Grain Company is said to have arranged to build warehouses at the following points in Idaho: Stites, Kamiah, Weippe, Orofino, Peck, Basalt, Lenore and Kooskia.

H. S. Gullixson of Seattle, Wash., is said to contemplate the erection of a warehouse at New Whatcom, through which he will ship the grain he buys on the Skagit River flats.

The completion of the additional grain warehouse for Balfour, Guthrie & Co., at Tacoma, Wash., will pretty thoroughly utilize the N. P. Railway's frontage on that side of the channel. A large area from Eleventh Street bridge to a point opposite Commercial Dock is being dredged and filled in and as soon as this is completed it is said that another large grain warehouse will be among the buildings placed thereon.

#### THE DAKOTAS.

It is said that three elevators will be built this year at both Marion and Litchville, N. D.

Cole Hastings has succeeded to the grain business of Scodden & Hastings at White, S. D.

The Farmers' Elevator Company, Aberdeen, S. D., at their recent annual meeting decided to put in a wagon dump.

The Imperial Elevator Company have put up a building 20x30 feet at Osabreck, N. D., which they will use as a wholesale flour and feed store.

J. A. Faris & Son, Flandreau, S. D., have sold their elevator to F. J. Mead, possession to be given May 1. Mr. Mead has since sold a half interest to James Langan.

The Farmers' Elevator Company, South Shore, S. D., at a recent meeting re-elected the old officers and changed the time of annual meeting from January to the third Monday in July.

Farmers in the vicinity of Harwood, N. D., on the Great Northern, just north of Fargo, will hold a meeting March 30 to conclude arrangements for the establishment of a farmers' elevator. It will be a stock concern, which will erect a building with a capacity of 60,000 bushels. Harwood is in the cen-

ter of a thickly populated district, most of the residents of which came in a colony from Illinois in the earliest settlement of the valley. They are nearly all men of means.

Hoff Bros. of Cavalier, N. D., did not sell their interest in the elevator firm of Robinson & Hoff Bros., as stated last month. The sale made by them to M. A. Plant included only their nine quarter-sections of land, live stock, implements, etc., at a total price of \$35,000.

#### WISCONSIN AND MINNESOTA.

Mueleners & Maas have built an elevator at Bongard Station, Minn.

The Northern Grain Co. has completed its new elevator at Fairmont, Minn.

The elevator at Fontenae, Minn., has substituted a gasoline engine for its old horsepower.

S. Dustrude has sold his grain and coal business at Oconomowoc, Wis., to Chas. J. Wenck.

The Chas. E. Lewis Co. of Minneapolis will hereafter be known as Charles E. Lewis & Co.

Joseph G. Koller, grain dealer at Mankato, Minn., is reported to have filed a petition in bankruptcy.

A. L. Wirtz intends to add a feed mill and a 22-horsepower engine to his elevator at Peebles, Wis.

The Exchange Grain Co. have completed their new elevator on the Milwaukee road at Hutchinson, Minn.

E. E. Stowe has sold his lumber yard and grain warehouse at Viola, Wis., to M. G. Ripley of Viroqua.

The Farmers' Elevator Company, Butterfield, Minn., expect to be in shape to build an elevator this spring.

Turner & Putnam have succeeded Van Patton & Turner as dealers in grain, feed, live stock, etc., at Albany, Wis.

Frank Peterson, who recently sold his elevator property in Iowa, has entered the grain business at Wilmet, Minn.

Loftus & Kerwin, grain dealers, St. Paul, Minn., will be succeeded on April 1 by a corporation of the same name.

The Farmers' Elevator Company, Kenyon, Minn., will build this spring an annex elevator of 25,000 bushels' capacity.

The W. W. Cargill Co. of La Crosse, Wis., has been licensed to do business in Minnesota with a capital of \$80,000.

Tennant & Hoyt are erecting a mill and elevator at Lake City, Minn. S. H. Trommhanzer of Minneapolis has the contract.

It is reported that the Interstate Elevator Co. contemplates building a large transfer elevator at Willmar, Minn., this spring.

H. K. May, who lost his elevator by fire, is again doing business at Lime Creek, Minn., where he has rented the Peavey Elevator.

The Farmers' Co-operative Grain Company, Correll, Big Stone Co., Minn., has been incorporated, with a capital stock of \$10,000.

Spaulding Bros. of Lamberton, Minn., have secured control of the Peavey Elevator at Jeffers, in Cottonwood County. They also own an elevator at Wanda.

M. B. Helmer has let a contract to a Minneapolis builder for the erection of a 60,000-bushel elevator at Fond du Lac, Wis. He will also build a large feed mill.

Work will be begun at once on an annex to the building of the Farmers' Elevator Co. at Kenyon, Minn. It will be 39x30 feet and will about double the capacity of the elevator.

The Anchor Grain Co. of Minneapolis will rebuild their burned elevator at Cottonwood, Minn., in the spring. The elevator will be on a larger scale than before and will contain a feed mill and gasoline engine.

Geo. H. Zinn resigned his position as buyer for the M. & N. Elevator Co. at Erskine, Minn., last month. The company therefore decided to close the house rather than install a new manager for the balance of the season.

The Waukesha Grain & Produce Company have purchased from Baumann Bros. of Milwaukee the 100,000-bushel Globe Elevator at Waukesha, Wis. F. Krause & Co. will hold the house under their lease until next August.

It is reported that the Northern Grain Co. of Chicago will build elevators at Two Rivers, Cato, Balders and Newton in Manitowoc County, Wisconsin. This company will also build storage capacity for 1,500,000 bushels more grain at Manitowoc. For

this purpose 18 tanks will be erected, each 75 feet high and 45 feet in diameter.

The Citizens' Elevator Co. of Minneapolis, Minn., has been incorporated with a capital stock of \$100,000 by Sylvester Strong, H. L. Karrich, Stephen G. Williams and Albert R. Gardner.

The Peavey concrete elevator at Duluth, which broke two or three bins under the strain of the first 50,000 bushels put into it, is now nearly full of grain and is said to be proving satisfactory, the walls having become thoroughly dry.

The mammoth new Great Northern Steel Elevator at West Superior, Wis., though by no means entirely completed, has been receiving corn for some time and will probably contain a large amount of that cereal by the time navigation opens.

J. A. Englehart of Redwood Falls, Minn., has completed plans for the erection of a 30,000-bushel elevator in the spring. It will be 28x72 feet, 38 feet high, and occupy the site of the Atlas Elevator, which burned last August. A gasoline engine will furnish the power.

The Sheffield Milling Co. of Faribault, Minn., contemplate erecting several elevators along the new line of the B., C. R. & N. between that place and Albert Lea. They have just completed an elevator at Ellendale, Minn., with a capacity of 30,000 bushels, and a large flour warehouse.

It is reported that the officers of the newly organized Electric Steel Elevator Co. of Minneapolis have decided to commence work at once on a storage plant for 1,500,000 bushels, consisting of steel tanks. It will be located near Eighteenth Avenue Northeast, on the Great Northern tracks. It is their intention to have the plant completed by July 1.

#### CANADIAN.

Parrish & Lattimer have opened a warehouse at Strathcona, Alberta, and will handle grain, flour, feed and other produce.

Louis Handrey & Son, a large seed grain firm of Dol-de-Bretagne, France, has secured a building for the conduct of their business at Peterborough, Ont.

Wm. Askin, manager of the Northern Navigation Company, Collingwood, Ont., has been trying to induce the citizens of Sarnia to erect an elevator there with a capacity of about 100,000 bushels.

The Canadian Northern Railway have complete plans for a 1,500,000-bushel elevator, which is among the many improvements to be made at Port Arthur, Ont., this season. A contract has been let for 7,000 piles.

The annual meeting of the Prescott Elevator Co. was held at Prescott, Ont., last month, when the following directorate was chosen for the ensuing year: President, J. P. Wiser, Prescott; vice-president, W. Scott, Ottawa; secretary-treasurer, F. J. French, Prescott; directors, R. L. Blackburn, D. Murphy, Alex. Lumsden, Ottawa, Dr. J. D. Reid, M. P., Cardinal.

#### THE BUCKET SHOP LAW.

The new law taxing bucket shops, which is to go into effect April 1, is the subject of many inquiries at the Treasury Department. Internal Revenue Commissioner Yerkes has, during last week, sent out to all collectors of internal revenue a circular showing the changes in the law, and telling his subordinates to prepare to enforce it on the 1st of next month. Most of the new taxes in the bill passed by the last Congress take effect July 1, the beginning of the fiscal year, but the provision as to bucket shops is an exception. There is no doubt now under the new law as to just what the tax should be on bucket shop dealers. Heretofore they have availed themselves of a doubt as to their operations being taxable under the provision which imposes a tax of 1 per cent on deals in stocks and produce, because they did not deal through the regular exchanges. They were, therefore, taxed under the general blanket provision of the old law, providing for a tax of 10 cents on a "broker's note or memorandum of sale of any goods or merchandise, stocks, bonds, exchange, notes of hand, real estate or property of any kind or description issued by brokers." In addition, such dealers had to pay a license of \$50 a year. Now they must pay a tax of 2 cents on every \$100 in the par value of the stocks dealt in, whereas the regular straight dealers, through the exchanges, pay but 1 cent. The tax will be imposed on the face of all bets on market prices, and there will be no distinction between purported transactions in stocks and those in produce. The former tax of 10 cents on each transaction under the blanket clause of the law will be abandoned.

Little Genevieve—Is your papa a bull or a bear? Little Grace—I don't know, but yesterday I heard mamma telling him that she wasn't any more scared of him than Teddy is of a mountain lion.—Ex.

## Fires - Casualties

Henry Boedeker's feed store at Oak Cliff, Texas, has been damaged by fire.

The Lewis elevator at Mt. Morris, Mich., was damaged by fire February 4; insured.

Wilson & Eaton's grain warehouse at Amenia, N. Y., was burned February 28. Loss, \$10,000.

J. W. Bernard & Son's elevator at St. Louis, Mich., was burned February 12. Loss about \$1,500; insured.

The grain establishment of C. S. Healey was damaged by fire a few days ago. The loss is covered by insurance.

R. W. Renfrew & Son's grain and flour warehouse at Pittsfield, Mass., was burned February 8. Loss, \$7,500; insurance, \$5,800.

H. S. Nichols & Son's elevator at Sadorus, Ill., bursted February 4 for the second time, and about 100 bushels of corn were spilled.

The elevator of the Watertown Elevator Company at Clyman, Wis., was destroyed by fire March 5. It contained 10,000 bushels of barley.

Rogers, Bacon & Co.'s elevator at Rook's Creek, south of Streator, Ill., was burned February 28 with 14,000 bushels of grain. Loss, \$20,000.

C. Barr & Co.'s grain warehouse at Ft. Worth, Texas, was destroyed by fire February 26. Loss on building, \$500; on grain, \$3,000; partly insured.

Beshoar & Love's elevator at Burnettsville, Ind., was destroyed by fire February 20. It contained 1,500 bushels of grain. Loss, \$2,500; insurance, \$1,000.

J. A. Miller's grain elevator at Oakville, Pa., was set on fire by sparks from the smokestack February 20. A large hole was burned in the roof. The damage was nominal.

C. F. Witherspoon's grain warehouse at Whitesboro, Texas, was destroyed by fire February 20. The building was empty at the time. The loss was \$800; insurance, \$250.

Mrs. George H. Hale's elevator at Washington, Iowa, was destroyed by fire March 1. The loss on building, machinery, and 10,000 bushels of grain was about \$10,000; insurance, \$3,200.

An elevator owned by L. L. Coburn and leased by H. K. May, at Lime Creek, Minn., burned to the ground at 10 o'clock p. m., February 11. Several thousand bushels of grain were burned.

G. M. Benfer's elevator at Clyde, Ohio, was damaged by fire which started in the cupola about noon. The fire department extinguished the blaze after it had done about \$250 damage to the roof.

Ralston Bros' elevator and coal shed at Caledonia, Wis., were burned February 7. The fire started in the engine room and spread rapidly over the building. The loss was about \$4,000, partly insured.

Fire which started in a hardware store destroyed a large part of the business section of Park River, N. D., February 28, including the Duluth Elevator and 2,000 bushels of flax and 3,000 bushels of wheat.

J. C. Conley's large grain warehouse at Canton, Mo., was burned March 5, with all its contents, consisting of 6,000 bushels of corn, 50 tons of hay, and a large quantity of other grain. The building was insured for \$700.

The elevator of Olson & Cox at Sanborn, N. D., was burned February 13, about 1 o'clock a. m. It contained about 11,000 bushels of wheat and flax, much of which was saved. The origin of the fire is not known. The loss was about \$8,000; insured.

J. R. Ratekin & Son's seed warehouse at Shenandoah, Iowa, was burned February 20 at midnight. Over 15,000 bushels of selected seed corn and a large quantity of garden seeds were destroyed. The fire is believed to have been the work of an incendiary.

The Empire Elevator, known as the Pillsbury Elevator, at Granite Falls, Minn., was destroyed by fire early in the morning of February 13, with 6,000 bushels of wheat and three cars. The fire is supposed to have started from the stove in the office. The loss was fully covered by insurance. The elevator was built in 1878 by the Pillsbury Milling Company.

Fire broke out in the Williams elevator, Thirty-ninth Street and Stewart Avenue, Chicago, February 12, starting in the cupola. It was extinguished after some effort, but several hours later fire broke out in the grain bins. It is supposed that sparks from the cupola fell into the grain. The grain was found to be afire in several places. The firemen found difficulty in locating and extinguishing the blaze and had to spend several hours overhauling

the grain. The loss resulted chiefly from smoke and water.

S. L. Jamieson's grain warehouse at Tekoa, Wash., collapsed March 1 through the undermining of the foundation on one side. Of 12,000 bushels of wheat in store nearly 2,000 fell through the side, and about half the entire amount had to be shipped out at once.

C. F. Frese & Co.'s elevator at Graytown, Ohio, was damaged by fire February 3. The fire caught from a spark from a passing train which fell on a pile of cobs stacked against the side of the building. The blaze was extinguished before it had done serious damage.

West, Ennis & Co.'s elevator at Deer Grove, Ill., ten miles south of Sterling, was destroyed by fire December 5. Sixty tons of baled straw, 12,000 bushels of oats and three freight cars were burned. The loss was \$18,000; insured. The fire is supposed to have caught from the sparks of a passing engine.

W. H. Benedict's grain elevator at Vermontville, Mich., was burned February 19. The fire caught in the upper story of the flour mill of H. S. Rauch adjoining, which also was consumed. The elevator contained 6,000 bushels of wheat. The insurance was \$3,500. The burned structure will be rebuilt at once.

Fogle & Sanderson's large grain elevator at Broadway, Ohio, was burned to the ground February 15. The fire is said to have originated from a defective flue. A large quantity of grain and flour was burned. The loss was \$4,000, with insurance of \$1,000 on building and \$1,500 on machinery and contents.

The office, tool shops, blacksmith shop and small buildings used by the Kelly-Atkinson Construction Company, which is building the new steel elevator of the Great Northern Company at West Superior, Wis., were burned to the ground. The company's tools were damaged and their plans for the elevator were destroyed.

The North Elevator of the Duluth Elevator Company, located at Sabin, Minn., was burned February 16. The fire started in the hay mow of the stable and soon spread to the elevator and destroyed it. Two horses and about 4,000 bushels of wheat were burned. The loss is estimated at \$6,000, with insurance of \$4,000.

The Westbrook grain elevator at Albion, Neb., collapsed March 7 and about 25,000 bushels of grain were scattered in all directions. The elevator man, who was in the top of the elevator, made a hasty exit by way of the roof ladder and saved his life. The building was almost completely wrecked. The grain was not badly damaged.

Two stores at Staunton, Va., occupied by J. E. Todd, Mike Kivlighan and B. W. Crum, wholesalers of hay and grain, were destroyed by fire February 27. B. W. Crum lost his entire stock, valued at \$10,000, and had \$1,000 insurance. J. E. Todd lost \$3,000, with insurance of \$1,500. M. Kivlighan's loss was \$5,000, fully insured.

The steam boiler at the J. K. Davidson Company's Elevator A at Parsons, Kan., exploded February 14 at 4 o'clock p. m. The boiler room and engines and the building were badly wrecked. The engineer, fireman and helper were all knocked senseless by the explosion and Wm. Olin, the engineer, was badly scalded by escaping steam and water.

The Columbia Elevator, at Minnesota Falls, Minn., which was burned February 5, was built in 1878 by the La Grange Mill Co., of Red Wing. The fire caught from the stovepipe. The office stove burned soft coal and the pipe had become perforated with holes and was to have been replaced by a new one the next day. The pipe had been purchased, but through neglect or lack of time it had not been put up.

The factory of the Archer Starch Company of Bradley, near Kankakee, Ill., was destroyed by fire and explosion March 12, at 4 o'clock a. m. Nails in a grinder caused an explosion of starch, which blew out the sides of the main building, and caused it to collapse. Fire ensued and destroyed the entire plant. Louis Ruell, a workman, was badly burned. Twenty-five others narrowly escaped. The loss is estimated at \$325,000; insurance about \$125,000.

D. F. Deitrick's grain elevator at Newcastle, Ohio, was wrecked by a boiler explosion February 28. The boiler had been repaired the day previous and Mr. Deitrick and Ora Ammerman, the engineer, were testing it. Both men were thrown violently against the side of the building and were seriously bruised and scalded. The engineer's condition is precarious. The entire east side of the boiler room was blown out and the boiler landed fully 50 feet away from its foundation. The cause of the explosion is a mystery, as the boiler was practically new.

The director of the Indiana Experiment Station has begun collecting wheat samples for that state's exhibits at Buffalo.

# HAY

H. R. Rose, of Covington, Tenn., recently lost his hay warehouse by fire.

C. E. Rowlander succeeds Harter & Rounds in the hay business at Woodland, Mich.

The Woodruff Hay & Lumber Company succeeds the L. Y. Woodruff Lumber Company at Murray, Ky.

County Treasurer Streeter of Jeddo, Mich., in a single week, brought 380 tons of hay into Port Huron, and shipped it to eastern markets.

The J. B. & W. A. Lumper Company's hay shed at Lynn, Mass., was burned March 5. The origin of the fire is not known. Loss, \$3,000; insured.

Straw has steadily risen in price at Yonngstown, Ohio, from \$7 a ton to \$12, and is scarce even at the latter price. Baled shavings have been resorted to for bedding horses.

Employees of the hay compressor at Pana, Ill., went out on strike February 16 because the engineer was discharged. The company has large orders for hay for the Philippine Islands.

Two parallel ricks of straw, containing 1,500 tons, were burned at Vincennes, Ind., February 20. They were the property of Shepard Ross, of the paper mill at that place. The loss is estimated at \$2,000.

Hay is reported scarce in North Dakota and is selling at \$8 to \$10 a ton. Straw is in demand and sells for about what hay cost last winter. It is used very largely for feeding stock. Many straw piles were ruined by late fall rains.

The Boston Hay Storage Company has been incorporated at Boston, Mass., with capital stock of \$50,000, to carry on a hay and produce business. The officers are: Harry M. Verrill, president; Charles D. Booth, treasurer, both of Portland, Me.

A bill has been introduced in the Pennsylvania Legislature by Representative Mercer providing that all baled hay and straw shall be bound in bundle, and the correct weight marked on each bale, and prescribing a penalty of from \$25 to \$100 for marking a bale higher than its weight.

Experiments made at the agricultural station at Manhattan, Kan., show that buffalo-grass hay is considerably superior to blue-grass and much better than timothy for feeding purposes. It has about the same amount of digestible carbohydrates, or fats, but because of its higher percentage of protein it furnishes a better balanced ration.

The official report of the seventh annual convention of the National Hay Association, held last August, has been issued. It shows that Ohio stands first in the roll of membership, with 95 members, the majority of whom are in Cincinnati. New York comes next with 90 members, followed by Michigan with 74; Pennsylvania, 60; Missouri, 60; Illinois, 54; Indiana, 42, and so on down.

The ranchers of the Fraser Valley, British Columbia, will ship a large quantity of hay to Seattle to dispose of their surplus stock, and raise the price of the remainder. It is said that fully 9,000 tons will be shipped, and that, though the Seattle price is about \$5 a ton higher than that on the ranches, yet this is about all taken up by duty and freight. The shipment will be at a small profit, if any, but it is intended to relieve the congestion at British Columbia points.

J. M. Wilkinson, who owns a farm near Corvallis, Ore., cut over four tons per acre from his hay lands last summer and put up a single stack which contained over 100 tons of hay and sold for nearly \$1,000. This \$1,000 haystack was made in a peculiar manner. Two large fir trees stood near the edge of the meadow and 100 feet apart. Between these trees, at an elevation of 50 feet, was stretched a wire rope, and suspended from this wire were ropes and pulleys by which the hay was carried to the top.

The Montana experiment station has made some extensive observations on the feeding of smutty oat hay to cattle. An oat crop which was badly smutted was cut before the grain was ripe, and it was stored for hay. Of thirty cows, which received but one feeding of this hay, twelve died within eighteen hours with symptoms of gastric disturbance. The feeding of the oat hay was discontinued, and as a result there was no further loss. The station concludes that experiences of this kind suggest the desirability of treatment of seed oats for smut, as well as act as a warning to stockmen.

Hay when shipped by freight is allowed 40 cubic feet of space to the ton. The advantage of the new method of cylindrical compression is readily seen from the fact that the old-style bales require 160 cubic feet to the ton, while a ton of the cylindrical bales measure only 60 cubic feet, thus saving 100 cubic feet of freightage on every ton. For this reason it pays handsomely to work over the old bales. Each of the new bales shipped to the

Philippines is 36 inches long and 18 inches in diameter and weighs about 150 pounds. This is carried by the big American pack mules, but for the British army in South Africa the New York contractors pressed smaller bales of 100 pounds weight, since the English quartermasters claimed the 150-pound bales were too big a load for their smaller donkeys to carry.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay on the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending February 16, sales of Choice Timothy ranged at \$13.50@14.50; No. 1, \$13@13.75; No. 2, \$11.50@12.50; Not Graded, \$10@12.50; Choice Prairie, \$10.50@12.50; No. 1, \$10@11.50; No. 2, \$8@10; No. 3, \$7@8; No. 4, \$6; No Grade, \$5.25. Rye Straw sold at \$6.50@7.50. Wheat Straw at \$5.25@6, and Oat Straw at \$4.50@5.50. The receipts for the week were 1,970 tons, against 2,790 tons for the previous week. Shipments for the week were 59 tons, against 230 tons for the previous week. Only a light business was transacted during the week. The arrivals were small and all consignments were readily taken. Prices advanced \$0.50@1.00 per ton.

During the week ending February 23, sales of Choice Timothy ranged at \$12.50@14; No. 1, \$11.50@13.50; No. 2, \$11.25@12.50; No. 3, \$10; Not Graded, \$10@11.50; No. 1 Clover Mixed, \$10; Choice Prairie, \$11@12.50; No. 1, \$9.50@12; No. 2, \$8@10.50; No. 3, \$7.50. Rye Straw sold at \$7@7.50. Wheat Straw at \$5.50@6, and Oat Straw at \$5@5.50. The receipts for the week were 2,755 tons, against 1,970 tons for the previous week. Shipments for the week were 147 tons, against 59 tons for the previous week. The market was dull and dragging throughout the week. Local dealers took hold sparingly, having fair supplies on hand so that consignments accumulated on the tracks.

During the week ending March 2, sales of Choice Timothy ranged at \$12.50@13.50; No. 1, \$12@12.75; No. 2, \$11@11.50; No. 3, \$10@10.50; Not Graded, \$8.50@11.50; No Grade, \$9; Choice Prairie, \$10.50@12.50; No. 1, \$8.75@11.50; No. 2, \$8.25@10.50; No. 4, \$6.50@7; Not Graded, \$10.50. Rye Straw sold at \$6.50@7.50. Wheat Straw at \$6@6.75, and Oat Straw at \$5.50@5.75. The receipts for the week were 2,956 tons, against 2,755 tons for the previous week. Shipments for the week were 121 tons, against 147 tons for the previous week. The market for both Timothy and Prairie Hay ruled very dull during the week. The arrivals showed a slight increase and the demand was light from all sources. Prices ruled weak, but exhibited no material change.

During the week ending March 9, sales of Choice Timothy ranged at \$13@14; No. 1, \$12.25@13.50; No. 2, \$11.50@12; No. 3, \$10.50@11; Not Graded, \$8@11; Choice Prairie, \$10.50@11.75; No. 1, \$8.75@11.50; No. 2, \$8@9.50. Rye Straw sold at \$5.57@8. Wheat Straw at \$6@6.50, and Oat Straw at \$5.50@6.50. The receipts for the week were 2,689 tons, against 2,956 tons for the previous week. Shipments for the week were 142 tons, against 121 tons for the previous week. Timothy Hay was quiet and rather firm during the week. A good local demand existed, but the offerings were small. Prices advanced 25@50 cents per ton. The market for Prairie Hay was dull. Early in the week the receipts were small and the demand light. Later the arrivals became larger and with no improvement in the demand the sales were slow. Prices declined 50 cents at \$1 per ton.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

D. H. Hayes, St. Louis, Mo.  
H. W. Allen, Silver Creek, N. Y.  
D. H. Stulhr, of D. H. Stulhr Grain Co., Davenport, Iowa.  
G. M. Robinson, president, Charter Gas Engine Co., Sterling, Ill.  
E. J. Smiley, secretary Kansas Grain Dealers' Association, Topeka, Kan.  
B. F. Walter, representing Illinois Grain Dealers' Association, Decatur, Ill.  
A. S. Garman, Akron, Ohio, representing Huntley Manufacturing Company, Silver Creek, N. Y.

The Erie Basin at Buffalo was acquired by the state on the recommendation of the canal board of 1847. The city of Buffalo agreed to acquire the land by condemnation and turn it over to the state on condition that the basin should be maintained in such condition as to meet the demands of lake traffic. At that time the lake boats were small affairs, drawing from 6 to 8 feet of water. Now these boats in some instances are 500 feet long, draw from 15 to 20 feet of water and carry a cargo of 300,000 bushels of grain. The basin has been partially enlarged to meet new conditions, and an appropriation has been asked for to do still further work toward its completion.

# BARLEY AND MALT

The Manitowoc Malting Co. of Manitowoc, Wis., has increased its capital stock to \$200,000.

The E. Tosetti Brewing Company of Chicago has recently installed an Invincible Compound Shake Two-Pan Traveling Brush Malt Separator.

The Manitowoc Malting Company of Manitowoc, Wis., has registered a trademark of which the essential feature is a figure "8," the word "Day," and a circular design formed of a band or ribbon, surmounted by barley-heads.

The Terre Haute Brewing Company of Terre Haute, Ind., has erected two steel elevators of immense size and capacity, which they will use for the storage of malt. They are steel tanks about thirty-five feet in diameter and fifty feet high and have a capacity of 50,000 bushels of malt, and can be hermetically sealed when occasion demands.

The receipts of barley at Cincinnati during February, 1901, were 119,399 bushels, and shipments 3,473 bushels, as compared with receipts of 100,350 bushels and shipments of 59 bushels in the same month in 1900. The receipts of malt at Cincinnati during February, 1901, were 69,605 bushels, and shipments 48,747 bushels, as compared with receipts of 73,779 and shipments of 70,734 bushels in February, 1901.

The Northwestern Malt & Grain Company has leased the Gerstenberg Elevator, situated at Cragin, Ill. The company will not operate the cleaning machinery, but will use the building solely for the storage of barley. The bins at the present time are full, so that the house will run at intervals only. A new fire protective outfit has been installed, a watchman's clock put in, and the stairway has been cut off on the first floor with 1-inch plank.

The P. H. Rice Malting Company has installed a new Smith-Valle condensing pump in its plant at Cragin, Ill. This house is enjoying an unprecedented season of prosperity, and its capacity is taxed to keep pace with the orders. The company will erect additional buildings in the near future and increase its output. The property is located at Cragin on the Chicago, Milwaukee & St. Paul Railway. W. P. Rice is the superintendent and M. O. Boyle foreman.

In a test recently made by the Hess Warming & Ventilating Company green malt was dried by the Hess Pneumatic System in twelve hours, and the product was plump and bright, and a marvel of mellowness. A report on the dried malt by Wahl & Henius contains the following items: Water, 4 per cent; extract, 69.73 per cent, equal to 72.64 per cent in water-free condition; mellowness and yield, good; break of wort, brilliant; color of wort, pale to light yellow. A water test showed but 1 per cent of sinkers. The malt was dried without stirring, and by an operator who had no previous knowledge of the art. As the Hess Drier for this work costs less for space, power, labor and fuel, and dries faster and more uniformly than the best of modern floor kilns, the makers feel assured that an extensive field of business is open to them.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.

Imports—	Bushels.	Value.
January, 1900 .....	8,051	\$4,041
January, 1901 .....	21	33
Seven mos. ending Jan., 1900.	179,376	\$6,093
Seven mos. ending Jan., 1901.	165,721	\$1,752
Exports—		
January, 1900 .....	2,252,760	\$1,069,096
January, 1901 .....	640,639	294,204
Seven mos. end'g Jan., 1900.	18,172,422	\$6,555,566
Seven mos. end'g Jan., 1901.	5,217,801	2,392,281

BARLEY MALT.

Imports—		
January, 1900 .....	490	\$325
January, 1901 .....	400	325
Seven mos. end'g Jan., 1900.	2,115	1,884
Seven mos. end'g Jan., 1901.	2,539	2,551
Exports—		
January, 1900 .....	23,689	\$18,516
January, 1901 .....	25,489	17,593
Seven mos. end'g Jan., 1900.	167,898	121,818
Seven mos. end'g Jan., 1901.	183,327	131,281

The grain inspection office at St. Louis, besides the chief inspector of the state, who has headquarters here, has a force consisting of a supervising inspector, chief weigher and chief clerk at \$125 per month each, a registrar at \$100 per month, five assistant inspectors at \$100 per month each, and six assistant weighers and helpers at \$70 per month each.

## Items from Abroad

Grain elevating machinery has been put into the warehouses on the docks at Dublin and for the Halls at Cork, Ireland.

Very low freights Buenos Ayres to England have ruled since wheat began to move, owing to a superabundance of bottoms.

Option trading at the Commercial Sale Room of the London produce Clearing House, Ltd., amounted to about \$400,000,000 in 1900.

The city of Plymouth, England, has a new corn exchange building. Both building and decorations are in the style of the renaissance.

Among the exports from the Argentine Republic in 1900 were 74,879,457 bushels of wheat; 27,150,000 of corn; 201,093 tons of linseed, and 1,423,967 bales of hay.

The London Grain Elevator Company's annual report for 1900 shows that 471,265 tons (17,279,700 bushels) of grain were handled. The net earnings were about \$14,000.

A grain elevator is to be erected at Odessa by the southwestern railroads of the empire with capacity of 3,000,000 bushels and handling capacity of 18,000 bushels per hour.

Wheat imports by Hull in 1900 amounted to 21,406,368 bushels, of which 10,036,256 bushels came from the U. S. Atlantic ports and 4,356,472 bushels from Pacific Coast ports.

The Ipswich Corn Exchange made a net profit of about \$2,400 on receipts of about \$3,600. "Corn exchanges," says Milling, "may fairly rank among the most gilt-edged securities in the country."

The floating supply of wheat on February 19 was 39,576,000 bushels. Though large, this total has been exceeded at least once every year since June 11, 1892—January 23, 1897, and May 21, 1896, excepted. The highest record was 50,664,000 on June 11, 1892.

J. M. Sinclair, who has returned to Melbourne after a tour around the world examining and studying methods of grain handling, recommends to his government as the best and cheapest method, from farm to Europe, is that of our own West, to wit, handling the grain in bulk.

Official crop statistics of Germany for 1900 give the totals as follows: Wheat, 3,841,165 tons, a decrease of 0.2 per cent; rye, 8,550,659 tons, decrease of 1.5 per cent; barley, 3,002,182 tons, increase of 0.6 per cent; oats, 7,091,930 tons, increase of 3 per cent; hay, 23,116,276 tons, decrease of 651,514 tons.

The Englishman who lives in fear and trembling lest with his fellow subjects he shall starve in case of England's participation in a European war, has suddenly discovered that he will starve if Europe indulges in war even with England left out. He cites the high prices of wheat in 1870-71 and in 1877 during periods of continental war.

A. G. Luther, a German company of Brunswick, has been granted a concession to erect grain elevators and dry houses in the Argentine. There are to be marine houses at Buenos Ayres. Bahia Blanco, Rosario and several other seaports in addition to sixty-six at interior railroad stations. The concession runs for forty years and for ten years will be free of taxation.

South Australia was the first of England's antipodeans to export wheat. This was in 1843, since which time the colony has sent abroad about \$250,000,000 worth. New South Wales began to export this cereal only in 1898, with 3,000,000 bushels; the next year the crop was short, but that of 1900 leaves about 8,000,000 for export, some Manitoba wheats being imported by the millers to mix with native stock.

Speaking of the effect of increased duties on wheat in Germany, example of France before us, one is inclined to say at once that the effect of the increase will be to augment the production until a normal crop will give sufficient for home consumption. However, we cannot assume that a high import duty will have precisely the same effects in Germany as it has in France. It is a noteworthy fact that the area devoted to wheat in France has not increased under the stimulus of a high duty, but, on the other hand, the yield has been raised by three bushels per acre, which, on 17,000,000 acres, gives some 48,000,000 bushels additional.

Taking a broad view of all the facts, we can hardly do otherwise than come to the conclusion that final results will be the same as in France, viz., that Germany will require to import on balance, in a normal year, little or no foreign wheat, which must naturally tend to depress prices on the international market. As is generally known, Germany exports now considerable quantities of wheat against imports, the trade being worked by means of "import-permits," the system being somewhat the same as that now before the French Senate.

If more weak, starchy wheats are grown, more will have to be exported, for it cannot be supposed that the demand for strong foreign wheat will decrease in a country like Germany, where material prosperity is increasing."—Broomhall's.

Coöperation is a form of socialism that is making great progress in Germany. Among others there is the coöperation of farmers with government and for the sale of their produce. The government in the past has voted \$1,200,000 for the establishment of grain depots (kornhäuser) and assists them when in existence by monetary advances. At present in Prussia there are forty-two of these coöperative depots for the sale of grain. The state builds the depot, and then leases it to the coöperative society at a rental of 3.50 per cent on the capital expended. After a certain number of years the society becomes the proprietor, as 1 per cent out of the 3½ per cent rent is reckoned as a repayment of the original capital sunk by the government. All these depots form members of one large coöperative federation. The tendency is for the kornhäus to insist on its members depositing all the grain they have for sale. The depositor receives an advance of three-fourths of the value of the grain delivered to the depot and is not compelled to sell at a disadvantage when he is pressed for money. It is possible that in course of time the kornhäus coöperation may monopolize the market and be able to control the selling prices, fixing them at such rates as shall be remunerative to agriculturists. In pursuing this policy they will have to struggle with a formidable commercial coalition, which is as well organized as themselves, and has for its aim the thwarting of the development of this great movement of agricultural coöperation.

### LEITER FOR PRESIDENT.

If you really care to know what is going on in New York gain the confidence of the man who customarily waits on you at one of the larger restaurants which you happen to patronize most frequently. Induce him to talk about the things he sees in the daily round of his duty and of the people he has come to know. He will be sure to interest you, and sooner or later you will hear surprising things from him about persons who are of more or less distinction.

Besides the information gained from their own personal experience, most waiters acquire a fund of curious gossip from their fellow waiters. There are a number of places in town where waiters drop in at night after work to have a chat and a drop to drink. There the conversation is almost invariably of the well-known persons whom they wait upon.

The other evening the writer was taking supper at a Broadway restaurant and holding a conversation with the waiter between bites. The waiter is a veteran in his calling and is a favorite with many well-known persons in this and other countries. The name of Joe Leiter of Chicago was mentioned.

"There's a fine young man," said James. "Yes, indeed, sir," he went on, "he's very kind to us waiters and we'd do 'most anything to please him. Why, do you know, sir, he's the candidate of the waiters' union for president of the United States?"

"We're not much for politics, as a rule, but when Croker's waiter up in the Murray Hill started a campaign club to work for the Tammany candidates a few years ago some of us got to talking politics, and that's when Mr. Leiter's name was first suggested. It went all over town, and then all over the country, until he came to be known as the waiters' candidate.

"There's more than fun in it, sir, for as sure as I live I believe if he were nominated he'd get the vote of every waiter in the United States."—N. Y. Sun.

### BREAKING A DROUTH.

"Talk about the cleaning up and drying of new corn by the bear crowd to pass it off as contract grade and break the market," said an old trader to a Tribune man, "makes no comparison with the plays that have been made on the floor of the board. Why, it was tame. The scouring of the West with a fine tooth comb for reserves in the country was legitimate drama compared with the turn John M. Beardsley made in the Chicago corn pit one summer many years ago.

"John had been bearish on corn and was short a fair-sized line, when in August along came a drouth that scared everybody and sent the market up at the rate of half a cent to a cent a day for quite a spell. Every day the boys scanned the weather map for rain. The shorts were as anxious as shipwrecked mariners watching for a sail. In the pit the bears were either watching the shorts like hawks or peering out of the Board of Trade windows for a cloud. There wasn't one in the crowd who was more anxious than John M. Beardsley, because the price had been run up on him to a point that was far from comfortable.

"Everybody around the board understands perfectly that in time of drouth the weather in Chi-

cago will often exert more influence on the market than conditions far away. A market is more than half sentiment, anyway. A thunder shower in Chicago, where the boys can see it, will knock a drouth in Kansas into a cocked hat if the temper of the crowd in the pit is just right.

"One morning toward the close of August, when the market had climbed the ladder about as high as John M. Beardsley cared to stand idly by and see it go, he came rushing into the corn pit crying wildly, 'It's raining, boys, it's raining!'

"He held in his hand his white felt hat and it was all sprinkled with raindrops. He waved it above his head where everybody could see it. Well, such a scurry in the pit you never saw. Nobody thought so far as to look outside to verify those raindrops. The longs made a wild rush to dump their holdings. Everybody was selling corn. Before the bell announcing the close of 'Change rung the price had broken nearly four cents. Meanwhile Beardsley had been doing good work buying in his corn, and he covered his entire line somewhere near the bottom figures of the market that day.

"It should be said in extenuation of the credulity of the boys in the pit that there had been a few clouds in the sky over Chicago that morning and the bulls had been unduly afraid of rain. Of course nobody expected Beardsley to go into the washroom and sprinkle some water on the top of his hat. That was what he had done, and the crowd had fallen into the innocent trap. When it was all over and the traders collected on the curb everybody appreciated Beardsley's joke. It was so good that they had to acknowledge the corn. The next day corn went up again, but Beardsley had covered his shorts. It was nearly three weeks before rain did really fall to any great extent, and if he had not gotten out when he did it would have cost him a lot more money."

## FLAXSEED

Stocks of flaxseed at Duluth and Minneapolis at this time show a decrease of about 30 per cent from the figures of a year ago.

David France of Hawley, Minn., has patented a flax separator and has assigned a half interest to George Mahon of Fargo, N. D.

The warehouse of the American Linseed Company at Sioux City, Iowa, was damaged by fire February 21 to the amount of \$25,000.

Experiments have been made in raising flax in the Gallatin Valley, in Montana, and it has been found that a good crop can be had even on unirrigated lands.

Recent shipments of flaxseed from the Argentine Republic have been very large. In January they were five million bushels. The surplus for export from the present crop is estimated as high as 18,000,000 bushels.

The first cargo of Argentine flaxseed arrived in New York March 6, and it is estimated that in all fully 2,000,000 bushels have been engaged for import into this country. The price paid abroad is equal to \$1.65 per bushel delivered in New York.

The Canada Linseed Oil Mills, of Montreal, have applied for incorporation with a capital stock of \$180,000. It will manufacture linseed and other oils. The incorporators are: J. O. Gravel, Hugh M. Allan, John Baillie and John J. McGill, all of Montreal.

In a single week—the second week in February—flaxseed in the Grand Forks, N. D., market dropped 11 cents a bushel, from \$1.51 to \$1.40. About the same time the price of raw linseed oil advanced from 61 cents to 69 cents a gallon, and of boiled oil from 63 to 71 cents.

Flax shipments are peculiar. Cars move from Duluth to Minneapolis and from Minneapolis to Chicago in most unaccountable manner. While these markets may show large receipts at times it is usually the result of a mere shifting of stocks and cannot be taken as indicative of any considerable increase in the primary supply.

The American Linseed Company filed a \$3,000,000 mortgage in the recorder's office at Chicago and elsewhere on February 20. This mortgage is in favor of the Morton Trust Company of New York and runs for five years at 5 per cent. The money is to be used to retire current indebtedness. The mortgage covers forty-four mills in thirteen states, the most important of those in Cook County being originally known as follows: The Hanford Hall Company, the Swannell Manufacturing Company, the Wright & Lawther Oil and Lead Manufacturing Company, the Metzger Linseed Oil Company and the Wright & Hills Linseed Oil Company.

The elevators of the Northwest have plenty of seed for sale to farmers at an advance of 10 cents per bushel over market price. Considering that this is cleaned grain, the price is a low one.

## PERSONAL

Thomas Bodine has taken charge of the elevator at Salem, Ind.

Marion Hamilton has taken charge of the elevator at Mays, Ind.

John Reitz has succeeded Otis Cook as manager of the elevator at Colby, Ohio.

C. T. Bayman, of West Milton, Ohio, is buying grain for Paddock & Hodge of Toledo.

J. C. Kettles has been appointed an official grain sampler for the Chicago Board of Trade.

C. S. Kunkle, of Arapahoe, Neb., has taken charge of the Ferguson elevator at Prosser, Neb.

O. D. Ranks has been placed in charge of the Devereaux grain business at West Bend, Iowa.

A. O. Nicolls has taken a position as agent for the F. H. Hancock Elevator Company at Danbury, Iowa.

Warren E. Moore has been engaged as traveling representative of the Samuel Born Grain Company of Lafayette, Ind.

J. W. White, who has been in the grain business at Farmer City, Ill., has taken a position in a bank at Hemming, Ill.

Will Camery, of Traer, Iowa, is foreman of one of the new elevators of the Northern Grain Company at Fairmont, Minn.

George S. McReynolds, of the Chicago grain firm of McReynolds & Co., has recently visited the Baltimore and other eastern exchanges.

Henry Feig, of Raymond, Minn., has been appointed supervisor of primary elevators and will make his residence in Atwater, Minn.

Ray Kunkle is managing the business of the West elevator at Arapahoe, Neb., during the temporary absence of his father, C. S. Kunkle.

William H. Hodges, a grain inspector on the Big Four railroad, was married February 27 to Miss Jessie V. Dickerson, of Franklin County, Ky.

J. J. Murphy, who has represented the Wells-Hard Grain Company at Rogers, Neb., has been succeeded by a Mr. Beaman, formerly of Mead, Neb.

D. W. Service, agent for the St. Anthony & Dakota Elevator Co., at Northwood, Ind., has opened a feed store in connection with the elevator.

P. P. Quist, of Winthrop, Minn., has been appointed chief weighmaster of the grain inspection department at Minneapolis, with a salary of \$2,400 a year.

R. H. Wolff, formerly of Kerrick, Ill., where he represented the Hasenwinkle Grain Company, is now at Normal, Ill., in the interest of the same company.

J. A. Miles of Buck Grove, Iowa, has succeeded T. E. Holmes in the management of the St. Paul & Kansas City Grain Company's business at Underwood, Iowa.

J. A. Gray, of Gray & White, grain dealers, is now in charge of their Central Elevator at Onawa, Iowa, while Mr. Whyte is looking after their business at Blencoe.

Benjamin W. Mulford, a grain dealer of New York, recently married Miss Alice Bagley, daughter of H. F. Bagley, president of the Zenith City Elevator Company of Duluth.

Prof. B. French, of Thomasboro, Ill., has resigned his position as teacher in the schools of that town and will remove to Belmont, Ill., to engage in the grain business with his father.

M. M. Patterson, who was with the Crowell Lumber & Grain Company at Blair, Neb., last summer, has been appointed manager for the Edwards & Bradford Lumber Company at Blair.

G. J. Carpenter, cashier and manager for the North American Telegraph Company in the Duluth Board of Trade building, is now New York representative of George Daggett & Co., of Minneapolis.

E. F. Craig and A. G. McBean, members of the Corn Exchange Association of Montreal, are candidates for grain inspector for the District of Montreal, which extends as far east as St. John and Halifax.

Thomas T. Holmes, who has had charge of the elevator and grain business of the St. Paul & Kansas City Grain Company at Underwood, Iowa, for five years, is now in charge of the same company's interests at Perry, Iowa.

Benj. J. Northrup has received from Gov. Stanley of Kansas appointment as state grain inspector, to succeed A. E. McKenzie. Mr. Northrup was for

more than twenty years proprietor of the Northrup Mills at Kansas City, Kan.

A. Brandeis Sr., a prominent grain dealer of Louisville, Ky., narrowly escaped serious injury in a runaway accident. His horse took fright and ran and his carriage was wrecked, but Mr. Brandeis escaped with no broken bones.

## The EXCHANGES

The question of changing the name of the Minneapolis Chamber of Commerce to Board of Trade is still being agitated. If the change is made at all it will probably be done before the exchange moves into its new building.

Wm. Martin, F. Phillips and G. R. Crow formed a committee from the Winnipeg Grain Exchange, which visited Duluth recently to secure information regarding dealing in futures. It is proposed to establish a market in futures at Winnipeg.

J. H. Windsor, now of Des Moines, Iowa, in 1861 purchased a membership in the Chicago Board of Trade for \$5, keeping it until 1895, when he sold it for \$800. Recently he bought it back for \$2,100. Memberships during the past month have changed hands at about \$2,300.

The Board of Trade of Albany, N. Y., held its annual meeting last month. Edward M. Carpenter was elected president and John A. Becker, treasurer. W. R. Conley Jr. was appointed grain inspector for the ensuing year. The report showed 3,754 cars of grain inspected for the year ending February 15, against 3,498 cars for the preceding year.

George H. Morgan, secretary of the Merchants' Exchange, has favored us with a copy of his Annual Statement of the Trade and Commerce of St. Louis, Mo., for the year 1900. It consists of over 300 pages and is easily one of the most complete compilations of this character. Mr. Morgan is to be congratulated on getting this report from the press and into the hands of its recipients before it has become ancient history.

The Toronto Board of Trade, taking advantage of the occasion of the marriage of its secretary, Mr. Edgar A. Wills, presented that official with a purse containing over \$500 in gold, at the same time commending him for his efficiency. Mr. Wills has served as secretary for about eighteen years, and before that had been secretary of the Corn Exchange for three years, or until that body was merged into the Board of Trade.

The grain receivers and shippers of St. Louis, Mo., have organized for the purpose of improving the system of weighing grain at that point and righting other matters which shippers have had occasion to complain of. A meeting was held on March 7 at which a committee on rules and by-laws was appointed, consisting of W. B. Harrison, Turner Morton, George Powel, E. Picker, John Wright, John G. Mittler, R. L. Wooster and James Parrott.

## CHANGE OF GRADINGS AT TOLEDO.

At a meeting of the inspection committee of the Toledo Produce Exchange, held March 6, the following changes in inspection rules were recommended:

No. 2 hard red winter was changed to read: "To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 3 per cent of white wheat."

No. 3 hard red winter was changed to read: "To include inferior or dirty hard winter wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel and containing not more than 8 per cent of white wheat."

No. 2 red and white mixed wheat was changed to read: "To be sound, dry and well cleaned, and to include all varieties of soft red and white winter wheat, and to weigh not less than 58 pounds."

Mixed No. 2 red winter wheat was changed to read: "To include hard and soft winter wheat mixed and in every respect equal to No. 2 soft or No. 2 hard, and to contain not more than 50 per cent hard wheat."

No. 2 corn was changed to read: "To be mixed corn; sound, dry, clean, and can be slightly mixed with unsound kernels."

No. 3 white oats was changed to read: "Shall be white oats, reasonably dry, sweet, sound and reasonably clean. They shall weigh not less than 28 pounds, and shall not contain over 10 per cent of mixed oats; may be slightly stained."

No. 4 white oats was changed to read: "Shall be white oats; may be stained or discolored, but must be reasonably sweet, and shall not weigh less than

26 pounds and contain not over 10 per cent of mixed oats."

No. 3 oats was changed to read: "To be mixed oats; reasonably dry, sweet, sound and reasonably clean, and to weigh not less than 28 pounds; may be slightly stained."

No. 3 rye was changed to read: "To include inferior rye not unsound, but from any other cause not good enough for No. 2, and to weigh not less than 52 pounds."

Rejected rye was changed to read: "To be unsound rye, and from any other cause shall not be deemed unmerchantable, and shall weigh not less than 48 pounds."

## COMMISSION

Josima S. Stevens, a grain commission man of Chicago, has filed a petition in bankruptcy.

L. H. Manson & Co. is the style of a new Board of Trade firm with offices at 74 Board of Trade building.

The Traders' Grain Company, of Kansas City, Mo., has filed a certificate showing an increase of capital stock to \$20,000.

Howard & Turner have opened an exchange in Chattanooga, Tenn., for the buying and selling of grain, cotton, provisions, stocks, bonds, etc., on commission.

Phillip A. Stephens, formerly associated with E. W. Wagner, Chicago, has opened offices in the Rialto building and will carry on a general commission business on his own account.

W. C. Tillson, a commission grain dealer of Salem, Ore., has filed a petition in bankruptcy, with indebtedness of \$75,000, most of which was contracted while he was in the banking business at Kearney, Neb.

P. A. Stephens, formerly connected with E. W. Wagner, has opened an office at 414 Rialto building, Chicago, on his own account and will make a specialty of handling cash business in Illinois and western states.

The William Hopps Grain and Hay Company has been incorporated at Baltimore, Md., with capital stock of \$25,000. The incorporators are: Jacob E. Thomas, Wm. Hopps, Wm. Girvin Hopps, Wm. M. Conn, and Charles W. Norris.

The Chicago Grain and Commission Company has been organized at Chicago with a capital stock of \$100,000. The incorporators are: Victor W. Sincere, Wm. L. Reed and Wilbur W. Bassett. They will do a general brokerage and commission business.

H. L. Brinson has been recently admitted to the firm of Brinson-Judd Grain Co., St. Louis, Mo., with the office of secretary. The present officers are: L. B. Brinson, president; J. L. Wright, vice-president; H. L. Brinson, secretary, and J. A. Linkins, treasurer.

The business of the Keever Grain Co., Kansas City, Mo., will be conducted by Kay M. Beech and M. L. Keever. A. C. Keever, head of the firm, died February 6. Mr. Beech has been associated with the firm for five years and Mr. M. L. Keever for three years.

The Nashville Security Company has opened offices at 238 North College Street, Nashville, Tenn. The company represents Ware & Leland of Chicago and C. W. Lee & Co. of New York. E. Danne is manager. The business will be strictly commission brokerage.

G. Edwin Jones, formerly a broker on the Chicago Board of Trade, but lately in business in New York, filed a petition in bankruptcy March 4. His liabilities are given as \$142,366.98 and assets \$110,882, of which \$103,286 is claimed by him as due from the recently failed firm of Carley, Rosengarten & Carley. Chicago creditors are heavily involved.

Joseph Rosenbaum, who was formerly associated with the Chicago house of Rosenbaum Brothers, has withdrawn and established a new concern known as the J. Rosenbaum Grain Company, with capital stock of \$500,000, and will go into the grain business on a large scale. Alexander Nicol, the well-known expert in traffic matters, and James Coughlin, a practical elevator man and grain handler, will both be on the staff of the new concern. One thousand feet of dock frontage has been secured at South Chicago and a \$300,000 elevator will be erected. The incorporators are: Carl Meyer, Francis E. Matthews and Carey W. Rhodes.

The lake engineers have gone on a strike, and a tie-up of lake shipping is threatened. The men asked for additional men in the engine rooms, but the Lake Carriers' Association simply ignored the request, refusing it any consideration until the strike came.

# OBITUARY

John W. Sexton, a grain dealer of Bridgewater, Iowa, is dead.

D. O'Halloran, of O'Halloran & Co., grain dealers at Cylinder, Iowa, is dead.

Charles W. Norton died at Detroit recently. He had been the caller on the Detroit Board of Trade for more than twenty years.

William A. Gwyne died February 8 at Pittsburg, Pa., aged seventy-seven years. He was formerly active in the grain and hay business in Pittsburg.

Richard P. Henderson, a grain dealer, died from a stroke of paralysis, at Carlisle, Pa., February 10, aged sixty-two years. He was a veteran of the Civil War.

Fred M. Gillespie died of heart failure at his home in Harlan, Iowa, March 1. For twenty years Mr. Gillespie had been proprietor of a store and elevator in the town of Corley, Iowa.

J. Stephen Wood died at his home in East Norton, Mass., February 2, aged sixty-four years. For many years he was engaged in the grain and coal business in that town. A daughter and two sons survive him.

Seliman Johnson died recently at Tolono, Ill. He was a native of Kingsville, Ohio, and was in his sixty-ninth year at the time of his death. For many years he was engaged in the grain business at St. Louis. His wife survives him.

James A. Fuller died at the Mercy Hospital, Chicago, February 12, aged fifty-seven years. He had been ill for some time with intestinal trouble. Mr. Fuller was connected with the state grain office. He leaves a widow and five children.

Ephraim Alley died at Malden, Mass., February 8, aged eighty-five years. He was born in Maine and for many years was engaged in the hay and grain business at Boston, retiring about three years ago. He leaves one son and one daughter.

Richard T. Lyon died at Cleveland, Ohio, recently, aged eighty-two years. He was known as the "father of the Cleveland Chamber of Commerce," and was one of the oldest business men in Cleveland. He had been a prominent commission merchant for more than sixty years.

George D. Field died at Phoenix, Ariz., March 4, of consumption. He was 52 years old. For fifteen years he was a member of the Chicago Board of Trade. For the last two or three years he has been an invalid. He leaves two brothers, Henry D. and John S. Field, and one son, George D. Field Jr.

Lewis C. Cochran died at his home in Newcastle, Pa., February 6, of paralysis. He was fifty-three years of age and a native Pennsylvanian. For years he was engaged in the grain and feed business at Newcastle, retiring about a year ago. At the time of his death he was county treasurer of Lawrence County. He leaves a wife and four children.

Edward C. G. Touch died at Dawson City January 15 from pneumonia. He was thirty-eight years old and a native of India, where his father was a staff surgeon in the British army. For seven years he was employed in the grain department of Armour & Co. at Chicago. In April, 1898, Mr. Touch left Chicago with a party of friends in search of gold in the Klondike. They went by the Edmonton route and reached Dawson City in July of the following year. At the time of his death Mr. Touch was a mining recorder for the Canadian government.

John F. Lyon died suddenly at his home in Chicago February 15. He was about to leave the house to come downtown when he fell to the floor dead. He was forty years of age and leaves a wife and one son. John F. Lyon was born in Chicago and had been a frequenter of the Board of Trade for twenty years. He was known as "Estimate Johnny." He collected from receivers' agents of the various railroads the grain receipts on all lines a day in advance of all others, and sold the information to speculators and commission merchants. In later years he was recognized as a semi-official and supplied the trade daily with his "estimates" for the day following.

James B. Canterbury died at his home in La Crosse, Wis., February 14, aged sixty-four years. Deceased was a native of Ireland and came to this country with his parents at the age of fourteen. Mr. Canterbury served through the war of the rebellion as a member of the Wisconsin volunteers and after the war he settled in La Crosse. He engaged in the grain business and operated a line of elevators along the Northwestern and Green Bay railroads. When Wisconsin ceased to be an important grain-raising state he drifted into the real estate business and built several railroads. He was regarded as one of the leading promoters in that

part of the state. His widow alone survives him. They had no children.

W. B. Probasco of Bloomington, Ill., died at Mobile, Ala., March 5, of congestion of the lungs. Deceased was on his way to New Orleans with his wife to attend Mardi Gras, when he was suddenly taken ill and was compelled to stop off at Mobile. He was apparently improving, but grew worse quickly and died. He was 66 years old and leaves a widow, one son and two daughters. Mr. Probasco was a native of Pennsylvania, and for five years previous to 1871 was in the hotel business in Bloomington. In 1875 he embarked in the grain business. He afterward erected elevators at Tawanda and Covell and conducted an extensive and prosperous business up to the time of his death.

Edward S. Easton died at Peoria, Ill., February 21, aged 59 years. He was a native of Zanesville, Ohio, and moved to Peoria with his parents when he was only four years old. He had been a resident of Peoria for fifty-five years. He began buying grain from farmers on the street, and in a few years established the grain and commission firm of E. S. Easton & Co., which is still engaged in the grain business. Mr. Easton was instrumental also in the establishment of the American Glucose Company of Peoria, of which he was vice-president, and was one of the founders of the Peoria Board of Trade, of which he was a director from its organization and for two years its president. A widow and two sons survive him.

## PRESS COMMENT

### INSPECTION ON THE PACIFIC COAST.

There are two sides to the grain inspection question. Outside of gaining the statistics of inspection this journal fails to see where there has been an equivalent for the cost in taxes to maintain political favorites.—Seattle Trade Register.

### HOW MINNEAPOLIS LOOKS AT IT.

Minneapolis has no objection whatever to the contemplated action of the Chicago Board of Trade [on the elevator problem], as there will be public storage capacity enough and grain enough in this city to accommodate all the business that will be driven out of Chicago. The Board of Trade of that city is at perfect liberty to commit "hari-kari" if it wants to.—Minneapolis Tribune.

### WILL NOT USE THE AX.

The Chicago Board of Trade will not take an ax. The elevators there should have their wings clipped. Some of the members were disposed to take an ax. An amendment to the warehouse rules was proposed. It has been withdrawn by request. This relieves part of the pressure there upon May wheat. The elevator men have been the principal sustaining influence there.—King & Co.'s Circular, Toledo.

### TIME AN ELEMENT OF TRANSPORTATION.

The railways carried six times the quantity of wheat taken to New York this year by the canal. The element of time of course enters into the competition between the railways and the canal, and that advantage will tell heavily in favor of the railways, notwithstanding the lower rates of water carriage, until the canal is so improved that swifter passage by much larger boats can be secured.—Cleveland Plaindealer.

### PEORIA WANTS RECOGNITION.

Peoria is the most important grain point in the state outside of Chicago, and it is no more than her due that she should have a voice in the railroad and warehouse commission. This city has never been thus favored. She has a candidate now in the person of George B. Powell, who is fully acquainted with the whole grain inspection business and all the details connected therewith, and in addition he has had many years' experience as a railroad employee.—Peoria Star.

### WATER VS. RAILROAD CARRIAGE.

In the investigation by the Federal Industrial Commission into the recent coal road deal, James E. Child, general manager of the New York, Ontario & Western Railroad, was asked among other things whether the railroads could compete with water transportation to New England ports, and he replied that they could not and have never been able to. The transcontinental lines of railroad find it hard to compete with the sailing ships and steamers which ply around Cape Horn. They are giving low rates on westward bound freight and exciting an outcry from shippers in the Middle West, who declare that they are suffering from discrimination. The struggle will be even more acute when the Nicaragua Canal is constructed, and realizing this the railroad interests are doing

their best to delay the construction of the canal.—Milwaukee Evening Wisconsin.

### THE GERMAN DUTY ON WHEAT.

The German agrarians are likely to secure the law they demand, imposing a duty of 44 cents a bushel upon imported wheat. The proposal to make Germany independent of all foreign countries for its bread is the appeal to patriotism, with which we are quite familiar. But the only real interest of the agrarians is to raise the price of wheat, as they have raised the price of meat, by excluding competition; the agrarians will not care much whether more wheat is raised if only the price is raised. Indeed, it is not likely that the present wheat growers wish any more competition even at home. But a high duty on wheat will enable them to get more money for what they raise.—N. Y. Journal of Commerce.

## Late Patents

Issued on February 12, 1901.

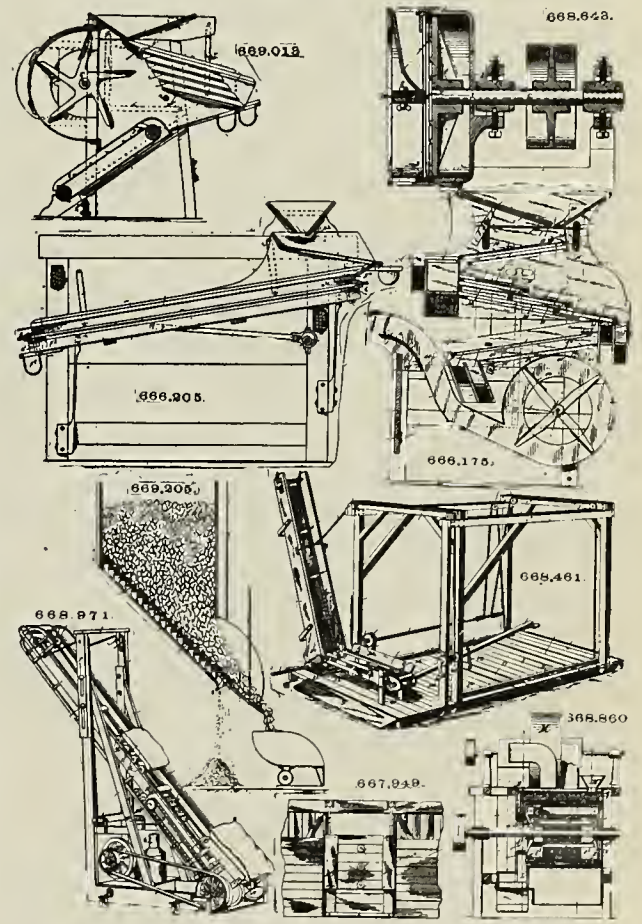
Grain Door for Freight Cars.—Chas. D. Norman, Clinton, Iowa. Filed June 9, 1900. No. 667,949. See cut.

Explosive Engine or Motor.—Samuel Miller, London, England. Filed April 30, 1900. No. 667,846.

Issued on February 19, 1901.

Explosive Engine.—Stanislaus M. Zurawski, Chicago, Ill. Filed Dec. 21, 1899. No. 668,250.

Double-acting Grain Cleaning Machine Screen.—John L. Owens, Minneapolis, Minn. Filed Jan. 22, 1900. No. 668,205. See cut.



Grain Separator.—Anton S. Frosliid, Minneapolis, Minn. Filed Jan. 27, 1899. No. 668,175. See cut.

Portable Grain Dump and Elevator.—Ernst and Henry V. Schroeder, Minier, Ill. Filed Nov. 16, 1900. No. 668,461. See cut.

Issued on February 26, 1901.

Explosion Engine.—Chas. E. Dawson, Chiswick, Eng. Filed Sept. 21, 1900. No. 668,954.

Grain Scourer.—Chas. S. Rider, Silver Creek, N. Y., assignor to the S. Howes Company, same place. Filed May 27, 1899. No. 668,860. See cut.

Grain Separator.—John L. Owens, Minneapolis, Minn. Filed Jan. 22, 1900. Renewed Jan. 26, 1901. No. 669,013. See cut.

Hulling and Polishing Machine.—F. M. Smith, Nashville, Mich., assignor to Huntley Mfg. Co., Silver Creek, N. Y. Filed Feb. 8, 1900. No. 668,843. See cut.

Portable Warehouse Elevator.—Eugene Brown, Colfax, Wash. Filed April 3, 1900. No. 668,971. See cut.

Issued on March 5, 1901.

Explosive Engine.—Orville B. Johnson, Tyngsboro, Mass. Filed Sept. 24, 1900. No. 669,416.

Gas Engine.—Jesse Walrath, Racine, Wis. Original filing Dec. 29, 1899. Divided, and this application filed May 21, 1900. No. 669,272.

Storage Bin.—Eugene L. Messler, Pittsburg, Pa. Filed Sept. 25, 1899. No. 669,205. See cut.

## TRANSPORTATION

The Eastern railroads are said to be cutting rates on grain in order to prevent the boats from carrying it.

Ocean freight rates, Boston to Liverpool, grain, have been offered at 1¼ cents per bushel—said to be the lowest figure on record.

The Canadian Pacific and Grand Trunk railways have increased the minimum weights on car lots of grain, from 30,000 to 40,000 pounds.

The ocean rate on grain from Boston has declined fully 100 per cent in 60 days, and the March 30 sailing of the steamship Norsman for Liverpool will be omitted in consequence.

The marine section of the Toronto Board of Trade has decided to join with other bodies in recommending to the government the abolition of canal tolls on grain passing through the Welland Canal.

Contract for building the Omaha Northern Railroad, from Omaha to Sioux City has been let, and the building of the road will be begun as soon as spring opens. The road will enter Sioux City over the combination bridge.

The Philadelphia & Reading Railroad is constructing an immense new pier at Port Richmond, Philadelphia, for the accommodation of its new steamship line, which is now carrying grain and general merchandise to European ports.

The steamers Orinoco and Amazonas are said to be under charter by Nye, Jenks & Co., Milwaukee to Midland or Buffalo, shippers' option, at 1½ cents to Midland and 1½ cents to Buffalo on oats; 2 cents to Midland and 2¼ cents to Buffalo on corn.

Contracts have been awarded for building 89 miles of the proposed Oklahoma & Western Railroad westward from Weatherford, Texas. The line will be an extension of the Choctaw, Oklahoma & Gulf and will extend through the entire Oklahoma Territory.

Engagements have been made lately to carry heavy grain from Duluth through to Quebec at 5¼ cents per bushel, and quotations range from 5¼ to 5½ cents, the same being the quoted rates from Duluth and Fort William to Montreal by lake and rail, as well as by all water.

Vesselmen are said to be in favor of a late start this spring, believing that if the fleet does not get out before May 1 all the vessels will have employment at fair rates. Stocks of grain are heavy at all the upper lake ports and a good demand for tonnage early in the season is predicted.

It is expected that the extension of the Rock Island Railway, from Liberal, Kan., to Santa Rosa, N. M., 170 miles, will be completed early this spring. The first 50 miles have been graded and the rails laid, and work on the remaining sections is being pushed to completion as rapidly as possible.

The Canada-Atlantic Transit Company is said to have contracted to move 500,000 bushels of wheat from Duluth to Montreal on the opening of navigation at 5¼ cents per bushel. A Canadian steamer is also said to be under charter for an opening shipment of wheat from Duluth to a Georgian Bay port at 2 cents per bushel.

The New York Freight and Transportation Bureau has been organized by prominent business men of New York City, its object, as stated, being "to obtain for the port of New York equitable rates for transportation." New York's export traffic in grain, flour and provisions has been steadily decreasing for years, owing to the high rates of freight which have been maintained by the pool of eastern railroads, while the traffic of Philadelphia, Baltimore and Newport News has increased. The eastern grain pool was extended to include the line from Chicago to Buffalo and Pittsburg, but it collapsed.

State Engineer Bond of New York has brought in another report on canals, in which he states that to carry to completion successfully the plan started under the nine-million-dollar improvement act of Superintendent of Public Works Aldridge would cost at least \$19,500,000. Mr. Aldridge and his successor have finished 34 per cent of the improvement, with the nine-million-dollar expenditure, and Mr. Bond's figures are for completing the other 66 per cent. Thirteen million dollars in round numbers has been reported several times as a fair estimate for completion of the work, but Mr. Bond adds \$6,500,000 to that sum.

A freight traffic arrangement has been made between the New York, New Haven & Hartford and the Lehigh Valley railroads which will result in diverting a large share of through western freight from the Boston & Albany and Fitchburg roads to the New Haven road, and sending it to Boston via Jersey City. Thousands of carloads of grain, flour and general merchandise have been diverted to the Lehigh Valley road at Buffalo and sent on to Boston over this route. This is said to be largely due to the inability of the New York Central, West

Shore and other eastern roads to handle all the freight offered. The New Haven road sees an opportunity to become a through line and is rising to the occasion.

The Manchester Liners, Limited, of Manchester, and the Leyland Shipping Company of Liverpool, have completed arrangements for a joint regular steamship service between Philadelphia and Manchester. The new line is to be known as the Philadelphia and Manchester Steamship Line and will begin operations the first week in June, after which there will be regular weekly sailings.

### POD CORN.

Pod corn, of which a small crop was reported as grown last season in Indiana, is the sacred corn of the Indians known as the Abenikis. Its scientific name is *zea tunicata*, but it has several vernacular names, such as California corn, cow corn, Egyptian corn, forage corn, husk corn, Oregon corn, primitive corn, Rocky Mountain corn, stock corn, pod corn; in Africa, "manigette;" and in Buenos Ayres, "pisingallo." Each grain is completely covered by a separate husk. This kind of corn is not commonly grown, but our ordinary varieties, especially flint corn, often have one or more kernels covered with a separate husk, says the Scientific American. In rare instances, nearly all of the kernels on some ears have been covered in this manner.

The origin of this corn, like that of our ordinary cultivated varieties of *zea mays*, is not definitely known, but it is supposed to come from the region of Mexico or tropical America. In 1623 Bauhin obtained seed of *zea tunicata* which was said to have come from Africa, but it is not at all probable that this plant is native on the eastern hemisphere. An account of this corn is contained in Bulletin 57 of the Office of the Experiment Stations of the Department of Agriculture.

The new rival of the Glucose Sugar Refining Company, the New York Glucose Company, has been incorporated with an authorized capital of \$4,000,000, of which half is to be preferred, with 7 per cent cumulative dividends. The company is empowered to manufacture glucose, corn products and by-products of the same. The incorporators are Charles M. Platt, William Rockefeller, Henry H. Rogers, Henry Batterman, Edward T. Bedford, Charles H. Otis, William J. Matheson and others, of New York.

## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### ELEVATOR WANTED.

Wanted, to buy an elevator at some good point in Iowa. State price and give particulars. Address W., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

### WANTED.

Wanted, old engines, boilers and scrap iron. For sale, complete power plants. We can rebores your cylinder and valve seats right in their position. Address FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

### REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating; conveying and power transmitting machinery, mill and elevator supplies. Address WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

### POSITION WANTED.

Wanted, position as all-around grain man to buy and sell grain and mill products. Twenty years' experience in grain and milling business. Know how to take charge and manage an elevator. Do my own millwright work. Have my own tools. Am not afraid of work. Speak German and English. Sober and industrious. Married, with family. Best of reference. Would like to engage with a good firm that would value the services of an honest and skilled man.

H. B. R., Box 156, Waverly, Ill.

### A POINTER.

If you are looking for a purchaser for your property, better follow the advice given in the letter below and insert an advertisement in these columns:

St. Louis, Mo., Aug. 15, 1900.

Mr. J. C. Wallace, Lebanon, Mo.

Dear Sir:—We are in receipt of your valued favor of the 14th inst. and contents carefully noted. If we, by any possibility, chance to learn of a party that is looking for a good grain opening with elevator attachment, to be had at reasonable figures, we will most certainly recommend your plant very highly. At times there are parties who are changing their locations, and we think it would be good policy to insert a little advertisement that would cost you a trifle, in the "American Elevator and Grain Trade," published monthly in Chicago by Mitchell Bros. Co. We have at times advertised in the paper; it has a wide circulation and we think if you would thus cast your grain on the Chicago waters it might be returned to you in the shape of a purchaser of your elevator. We mail you sample of the publication so you can see what it is like. With kind regards, we remain

Yours very truly,

J. W. BOOTH & SONS COM. CO.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### 20,000-BUSHEL ELEVATOR.

For sale, a 20,000-bushel grain elevator. Address E. BRENNE, Sioux Falls, S. D.

### GRAIN BAGS.

For sale; 5,000 second-hand cotton grain bags at 8 cents each.

FOELL & CO., 123 Market St., St. Louis, Mo.

### OAT CLIPPERS.

For sale, two No. 5 Eureka Oat Clippers, second-hand. Address

OAT CLIPPERS, care Box 10, "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### CEREAL MILL.

For sale, cereal mill thoroughly equipped with best modern machinery, in first-class order. Capacity, 150 barrels daily. For full particulars, apply to

SIEGEL, COOPER & CO., Chicago, Ill.

### FOR SALE OR RENT.

New England Mills (and good will), 145-147 West Lake Street, Chicago, Ill. Corn meal and feed; capacity, 500 bushels daily. Formerly owned and operated by F. S. Hanson, now deceased.

EDWIN B. HARTS, Admr., 109 Hartford Bldg., Chicago, Ill.

### EXCEPTIONAL OPPORTUNITY.

For satisfactory reasons I offer for sale my grain, hay, lime, coal and wood business, with elevator, feed mill, warehouse and yard property, located on the corner of two main thoroughfares in the center of the beautiful city of Grand Rapids, Mich. (population 90,000). Lot, 92x132 feet; mill and elevator, large warehouse, coal sheds, two dwelling houses, barn, etc. Electric power and lights. No incubance. Real estate continually increasing in value. Business has been established 18 years, and will bear the closest investigation. This is an extraordinary opportunity for the right party to make a paying and safe business and real estate investment. For further particulars address

OWNER, care of Carrier No. 30, Grand Rapids, Mich.

**GAS AND GASOLINE ENGINE.**

For sale, one Lewis No. 7½, estimated at 11 horsepower. Both gas and gasoline attachments. Tube and spark igniters. Gasoline storage tank. Large cooling tank. All pipe connections. Stone for engine bed. Pump for water circulation. All in good condition.

A contemplated change April 1 leaves us with no use for the above. Price, \$200 f. o. b. Crawfordsville. Can be seen running any day.  
CRABBS & REYNOLDS, Crawfordsville, Ind.

**Elevator For Sale.**

We offer for sale a grain elevator in the Big Miami River bottom. Located on the main line of Big Four Railroad, 18 miles from Cincinnati, at Elizabethtown, Ohio. Storage capacity about 8,000 bushels of corn. Shelling capacity about 2,000 to 2,500 bushels per day. Equipped with wagon dump, good feed mill and stand of rolls for making fine meal new boiler, good engine and steam drier. Price and particulars on application.

**EARLY & DANIEL,**

Sixth and Harriet Sts., CINCINNATI, O.



**SEAMLESS  
COTTON  
GRAIN BAGS,**  
Jute Grain Bags,  
Seed Bags,  
**SECOND-HAND BAGS.**

No. 1 Menomonic Street, MILWAUKEE, WIS.

As Agent for Buyers and Exporters, I supervise shipments and certify same. None but thorough experts employed.

**SETH CATLIN,  
GRAIN EXAMINER AND SAMPLER.**

Office, 423 Rialto Building, CHICAGO.

I have had twenty years' experience as a Seaboard Inspector with the New York Produce Exchange Grain Inspection Department. Correspondence solicited.

**E. R. Ulrich & Sons,  
SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn,  
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,  
SPRINGFIELD, ILLINOIS.

Write for prices delivered. No Wheat For Sale.

C. H. Matthlessen, President. S. T. Butler, Vice-President.  
Chas. L. Glass, Treas. and Sec'y.

**The Glucose Sugar Refining Company,**

Factories: GENERAL OFFICES:

Chicago } Ill. Marshalltown } Ia. **The Rookery,**  
Peoria } Davenport } **CHICAGO, ILL.**  
Rockford }

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

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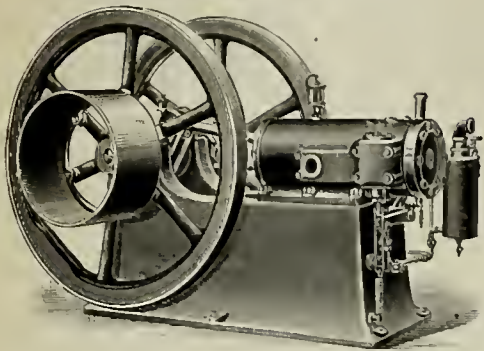
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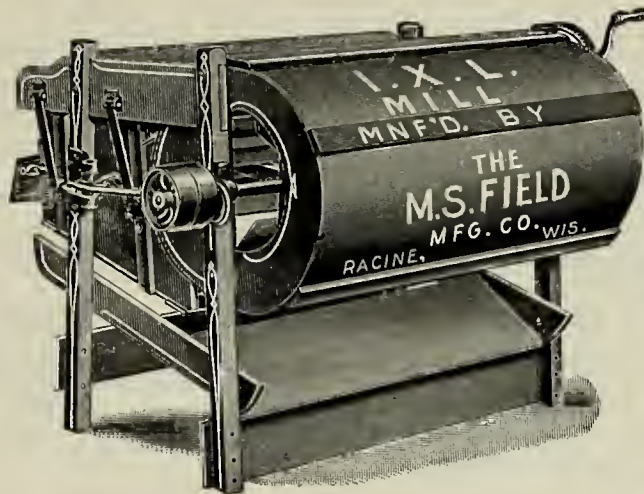
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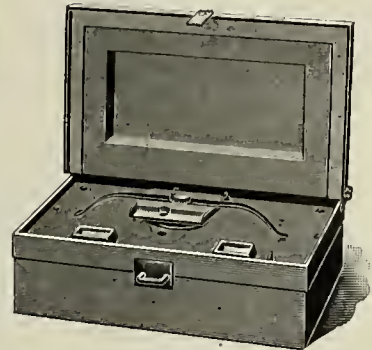
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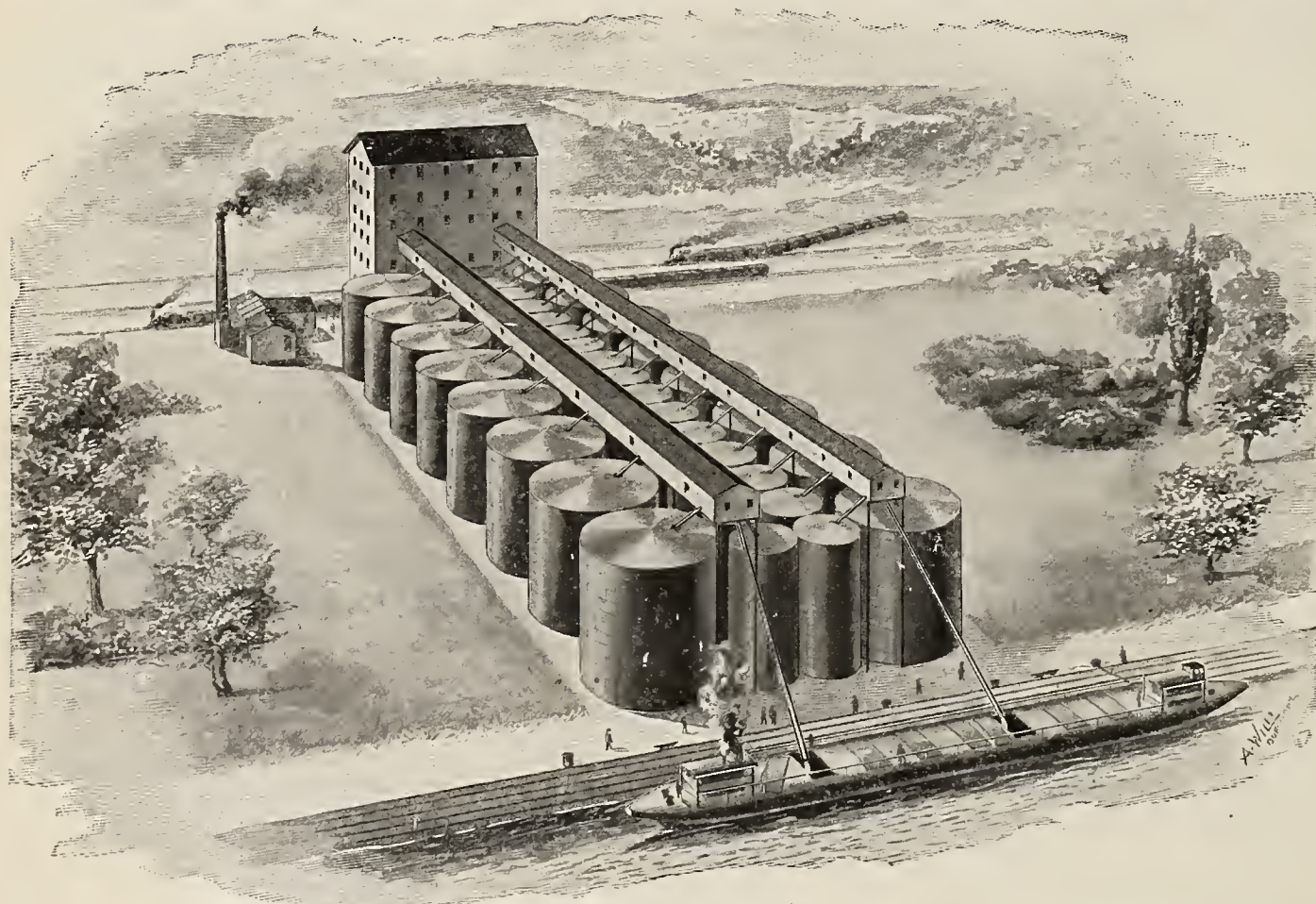
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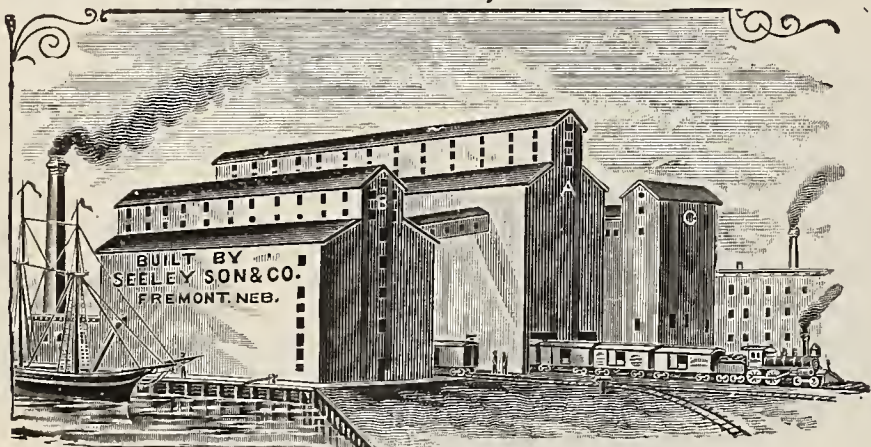
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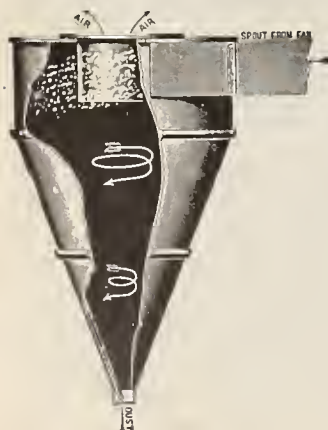
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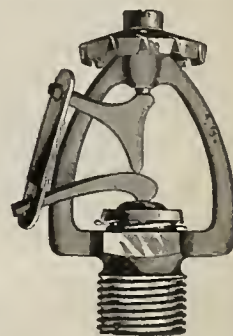
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ternational" Sprinklers in your Mill, Factory or Store.  
Write for full particulars.



THE BEST!

## A Man with an Engine

Can earn good money all year with one of the

**CORN BELT**  
**GRINDERS,**

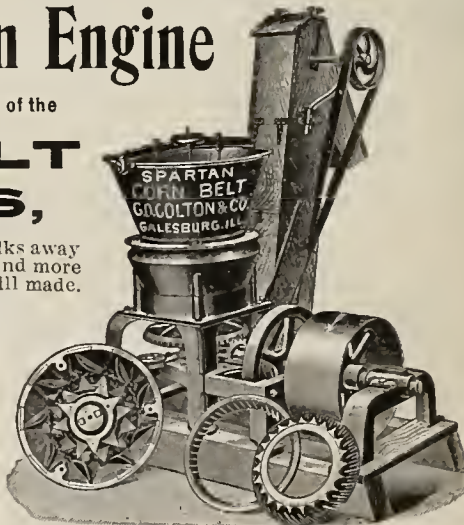
The greatest mill you ever saw. It walks away  
from all of 'em. We guarantee it to grind more  
corn per horsepower than any other mill made.  
It's all in the grinders—they save all  
friction by cutting the cob instead of  
crushing it.

3 to 16 H. P.

Will grind ear corn, husks and all,  
or grain of any kind.

Send for catalogue and price list.

**C. D. COLTON & CO.,**  
Galesburg, Ill.



Use  
the

# Scientific Attrition Mills

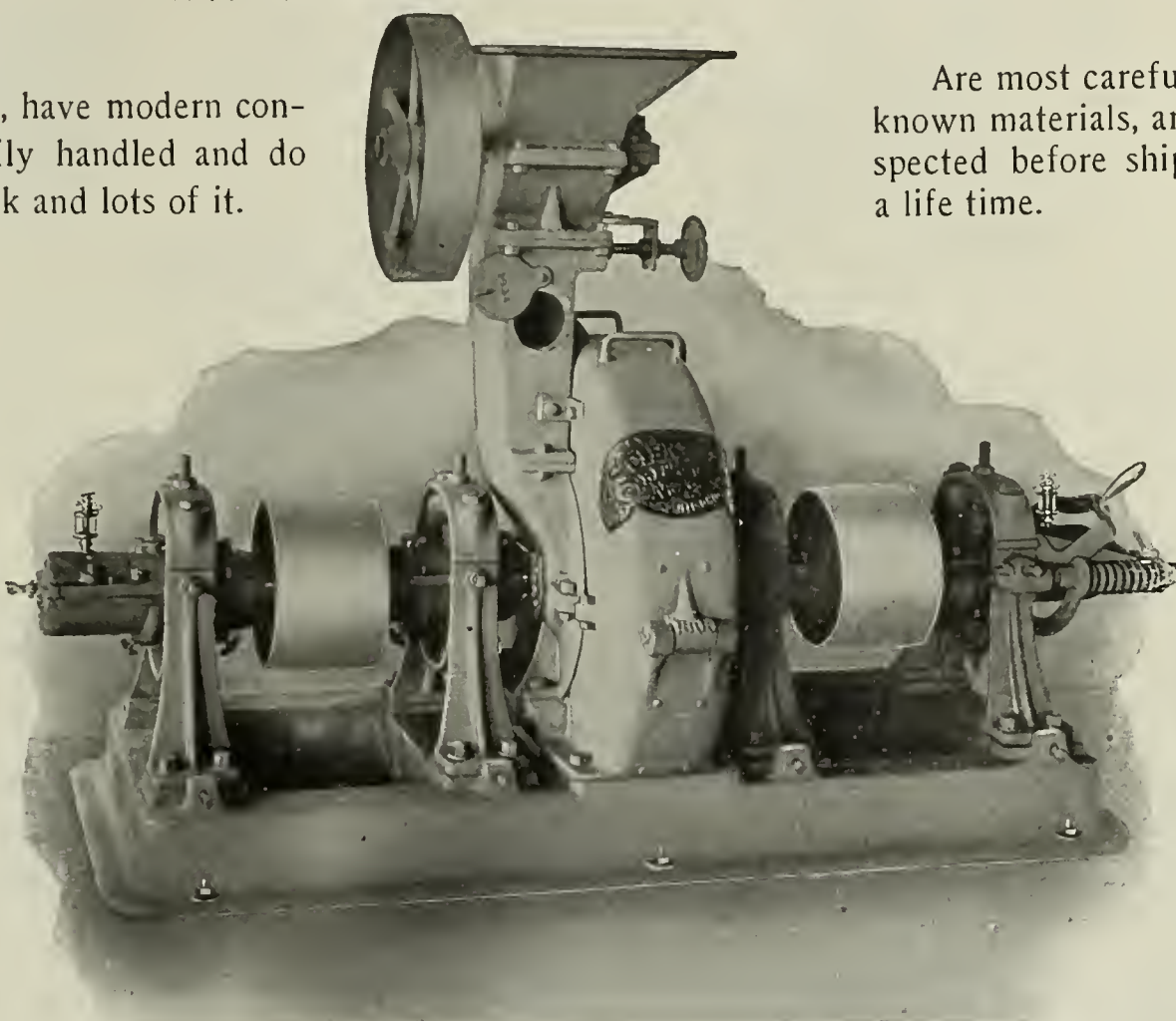
They Grind,  
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WILL PLEASE YOUR CUSTOMERS AND MAKE YOU RICH.

They run light, have modern conveniences, are easily handled and do most excellent work and lots of it.

Are most carefully made from best known materials, are most rigidly inspected before shipment and will last a life time.

Ball Bearings,  
Quick Release,  
Force Feed,  
Ring Self-Oiling  
Boxes,  
Adjustable Ball and  
Socket Hangers,  
Hammered Steel  
Shafts,  
Metal Joints,  
Planed Surfaces.



CAN BE OPENED  
IN AN INSTANT,  
leaving plates in  
position for examin-  
ing, and can be  
quickly changed  
without disturbing  
adjustment.

ENTIRELY  
"UP-TO-DATE."

SEND FOR OUR  
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## Pays For Itself.

In a very short time this machine will save enough money, as compared with the cost of operating other feed mills, to pay its entire cost.

Other feed mills are so complicated that skilled labor is required to operate them.

Skilled labor costs money—money that eats up your profits.

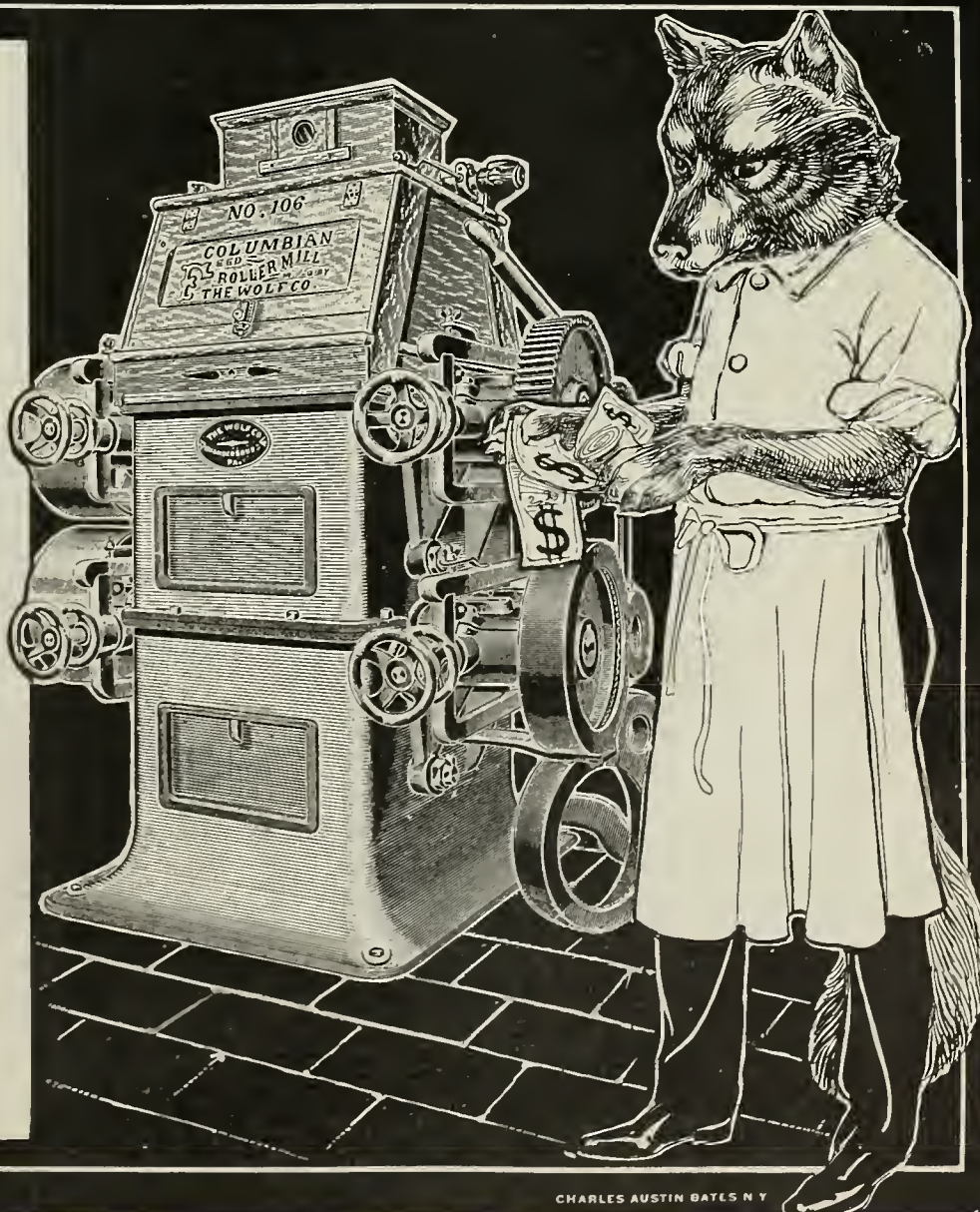
Skilled labor is not required in operating the Columbian Mill. The machine is so simple that almost anyone can run it.

After the mill has paid for itself in this way its savings do not stop. They keep right on piling up for you.

Why not investigate this?

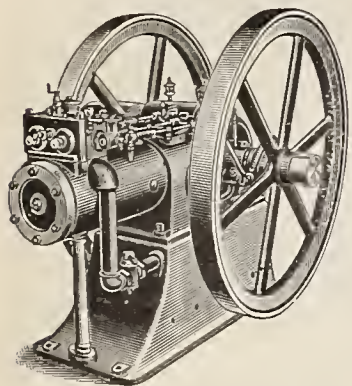
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EVERY MACHINE FOR MODERN MILLS,  
CHAMBERSBURG, PA.



CHARLES AUSTIN BATES N.Y.

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**Simplicity,  
Economy  
and Durability.**

SIZES FROM 4 to 50 HORSE POWER

For Particulars Address

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### TWO-CYLINDER Gasoline Engines?

*Suitable for all purposes where power is required.*

*They are PRACTICAL, SIMPLE, DURABLE, ECONOMICAL.*

*There is no vibration, no odor, no sound from exhaust, no fire, no danger. STRONGEST WARRANTY given with every engine.*

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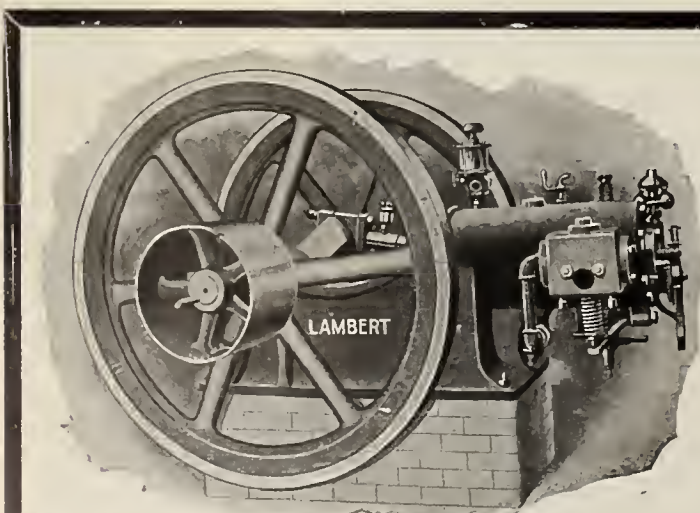
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Because no Fuel is  
consumed while  
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Great Strength,  
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Efficiency

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of the

**LAMBERT.**

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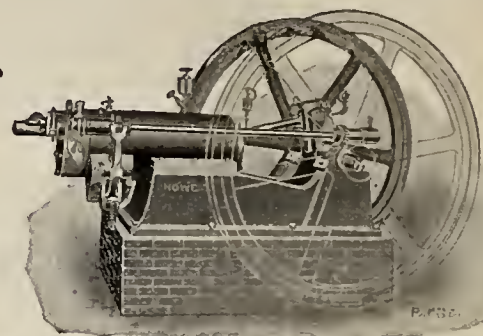
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Can you get anything better?  
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**INVESTIGATION  
WILL DETERMINE.**



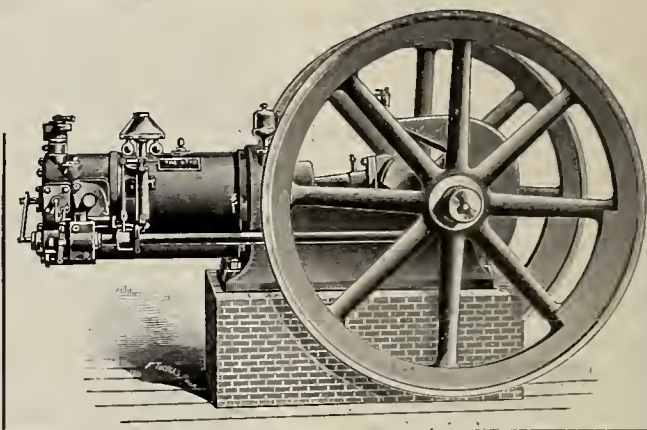
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We told you in our last talk that there had been upwards of 58,000 Otto Engines sold. Of this number 10,000 were built in America at our Philadelphia shops, during a period of 25 years.



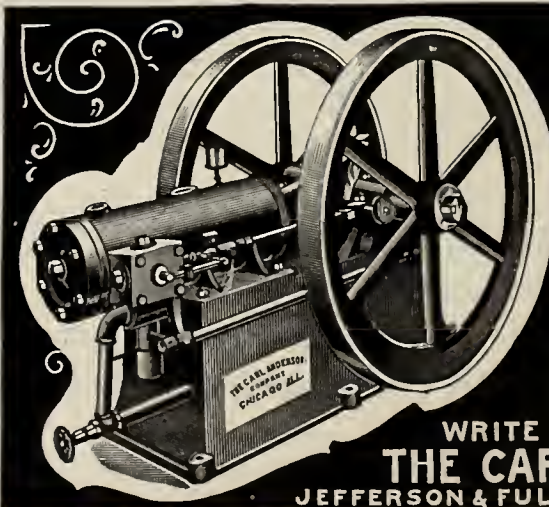
## THE FIRST ENGINE WE BUILT IS STILL RUNNING

And owned by the Government. Of the balance 90 per cent are working to-day, examples of what may be expected of correctly designed and well-built machinery.

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**NO FIRE  
SMOKE  
DANGER  
ATTENTION**

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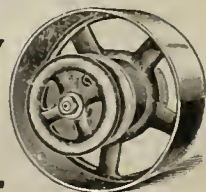
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SPECIALLY DESIGNED FOR GAS, GASOLINE AND OIL ENGINES.

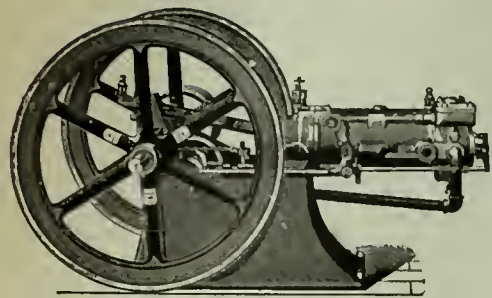
Bolts directly on engine flywheel. A powerful grip, combined with a positive release. A simple mechanism enclosed in a dustproof case. The greatest ease of operation and adjustment.

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## The Pierce Gasoline Engine.



Modern and up to date.  
Over 2,500 now in operation.  
All sizes from 1 to 25 h. p.  
Furnished with either electrical  
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Don't fail to get our catalogue  
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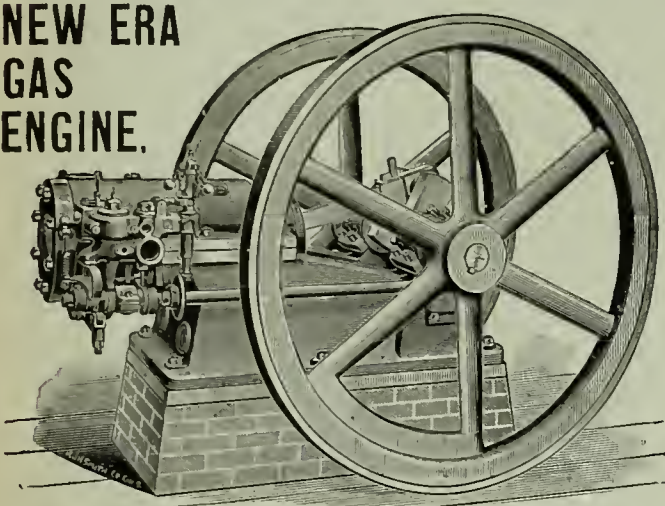
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## "NEW ERA" GASOLINE ENGINE.

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Easy to Start.  
Easy to Operate.  
Vertical Poppet  
Valves.  
Electric or Tube  
Igniter.

Any working part re-  
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Heavy and substantial.  
First class throughout.

Thoroughly  
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Sizes 5 to 125 H. P.  
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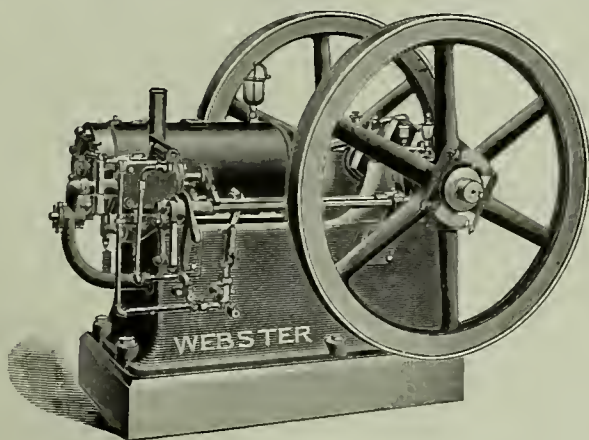
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A reliable  
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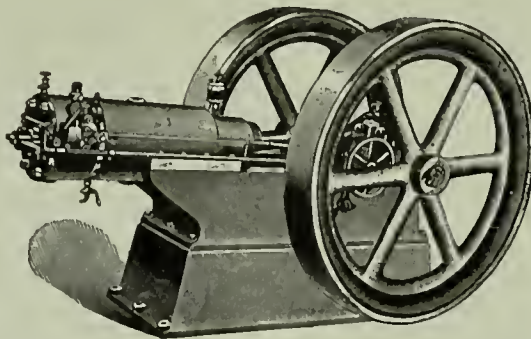
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**AN UNEXCELLED ELEVATOR POWER.**



Uses either Gas or Gasoline. Elec-  
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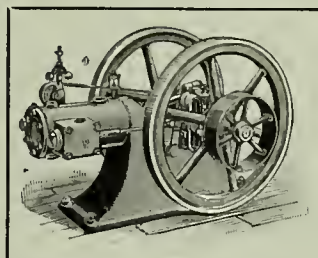
**SIMPLE,  
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Don't fail to write us before de-  
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USES MAGNETO GENERATOR ATTACHED DIRECT TO  
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LET US KNOW YOUR WANTS IN THIS LINE.

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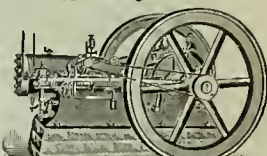
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Adapted for Grain Elevators, Flour and  
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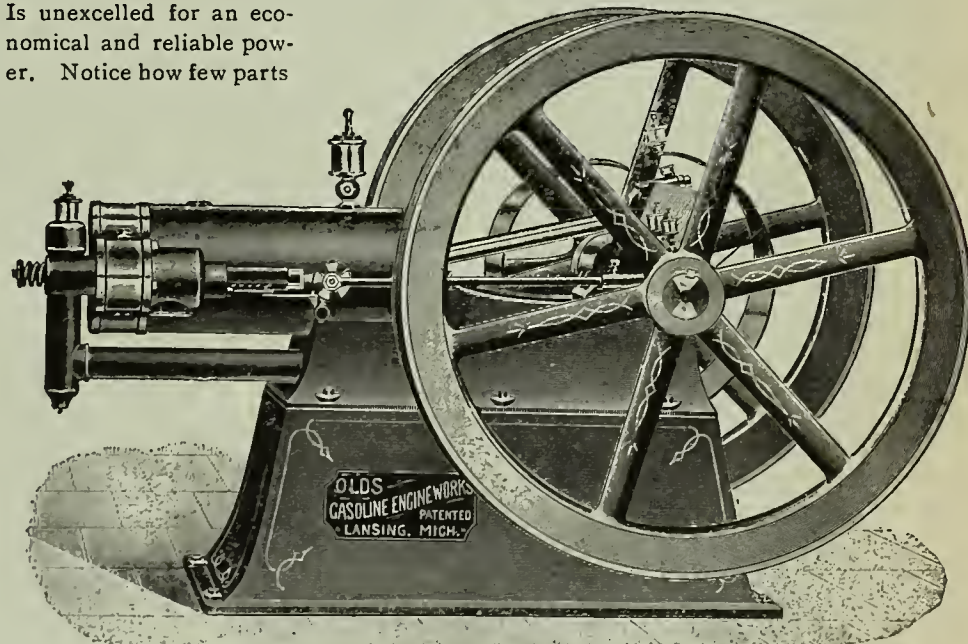


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Is unexcelled for an eco-  
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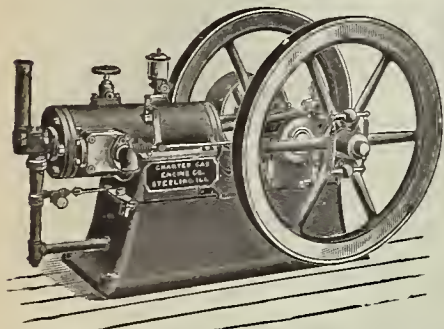
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Wonderfully economical.  
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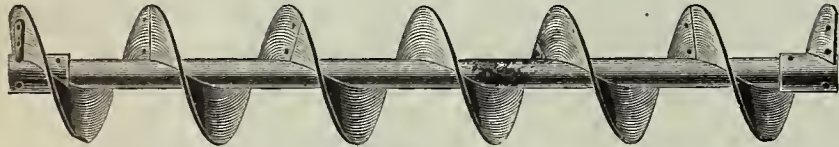
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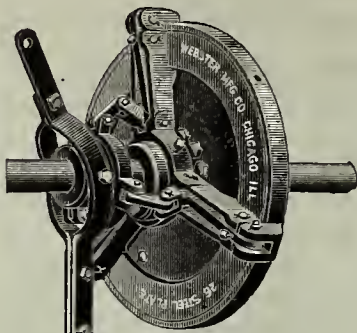
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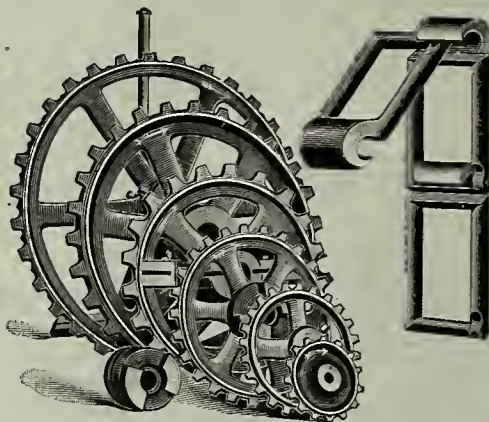
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